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SAN FRANCISCO DEPARTMENT OF CITY PLANNING 100 LARKIN STREET · SAN FRANCISCO, CALIFORNIA 94102

FINAL ENVIRONMENTAL IMPACT REPORT

FOR

18-UNIT APARTMENT BUILDING

4050 - 17th STREET

EE73.231

July 31, 1975

Certified July 31, 1975, City Planning Commission Resolution No. 7355.

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Final environmental
impact report for
1975.

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SUMMARY

An 18-unit apartment building is proposed for 4050 17th Street, Lot 14 in Assessor's Block 2632, in an R-4 (High Density Multiple Residential) district. The project would be three stories above parking, with a 12-foot front setback, and an average rear yard of 57 feet. The building would contain 12 one-bedroom units and 6 two-bedroom units. A portion of the required 18 parking spaces would be contained in a 42-foot, excavated area at the rear of the structure. The building permit was filed before the enactment of the Interim Controls to the Planning Code.

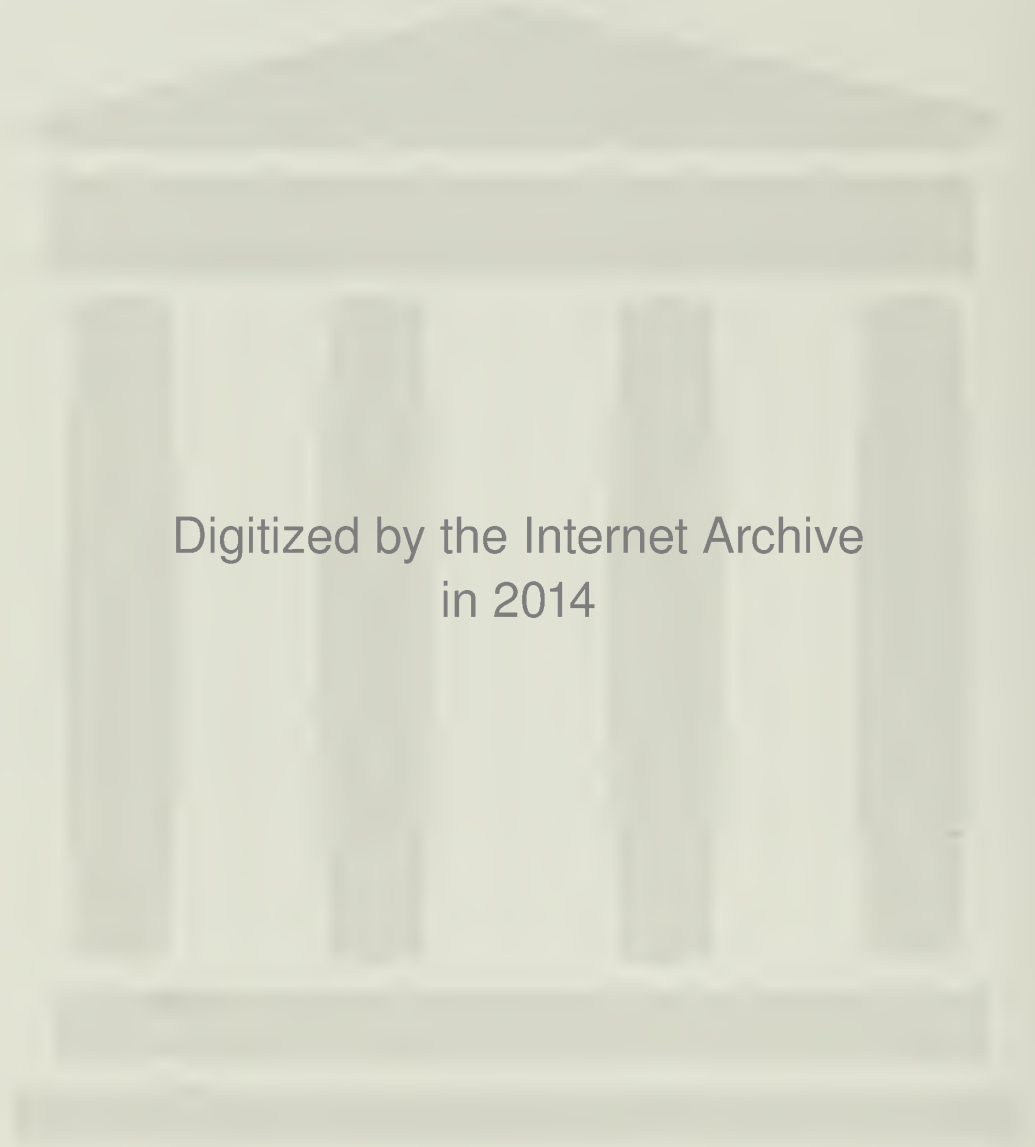
The site is presently occupied by a vacant, single-family structure most recently occupied as a communal boarding house. The property is heavily planted. Surrounding properties in the immediate vicinity are developed with single-family, duplex or three unit residences on the north side of 17th Street and single-family and duplex residences on the south side of 17th Street.

The project would have an environmental impact with respect to: decreased air quality from traffic; increased demand for fire and police protection; increased demand for water, electricity and natural gas; increased demand for the disposal of solid waste; increased storm runoff and sewage;

increased curbside parking; loss of light and air for the properties adjacent to the site, most noticeably the property to the east; temporary construction hazards; and temporary noise levels during construction.

The appearance of increased building massiveness, over that which now exists on the site, would be alleviated to some extent by incorporating bay windows on this front facade, planting street trees to match existing trees along 17th Street and setting the building back from the front property line. The rear yard behind the excavated parking area would be planted so as to screen auto lights from adjacent properties to the north.

Alternatives include conversion of the existing structure to multi-family use, rehabilitation of the structure as a single-family dwelling, setting the proposed structure back from the side property line, reducing the number of units, and the "No Project" alternative.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PROJECT DESCRIPTION

A. Location and Boundaries

The proposed project site at 4050 17th Street, Lot 14 in Assessor's Block 2623, is within the City and County of San Francisco, in an area generally referred to as the Buena Vista area. Refer to Plates 1 & 2 for the location of the project site.

B. Objectives Sought by the Proposed Project Applicant

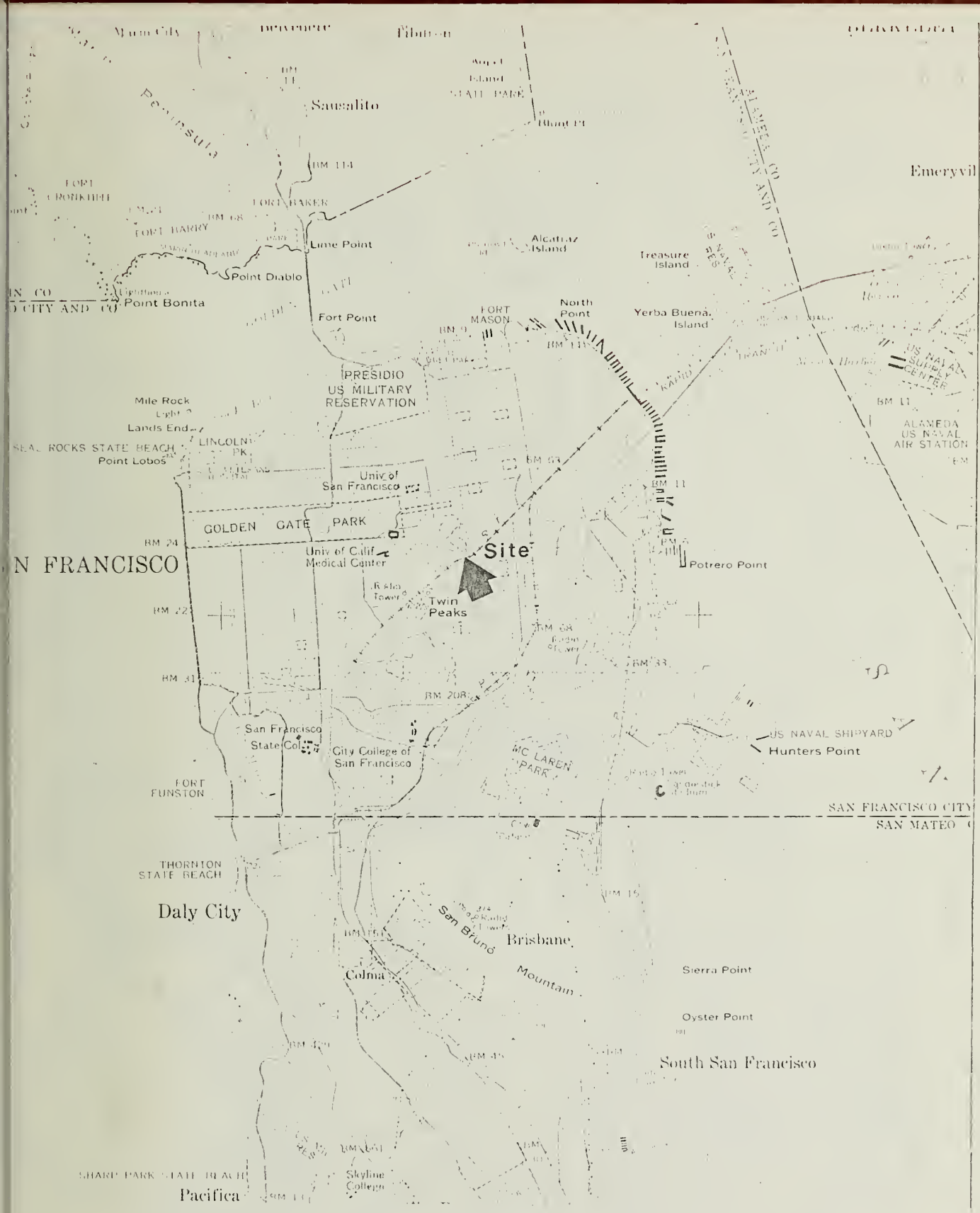
The applicant, Mr. Dennis Natali, wishes to construct a middle-income apartment building containing 18 one and two-bedroom units in order to obtain a return on an investment. The estimated construction cost is $410,000.

C. Type of Project

1. Planning Code Considerations

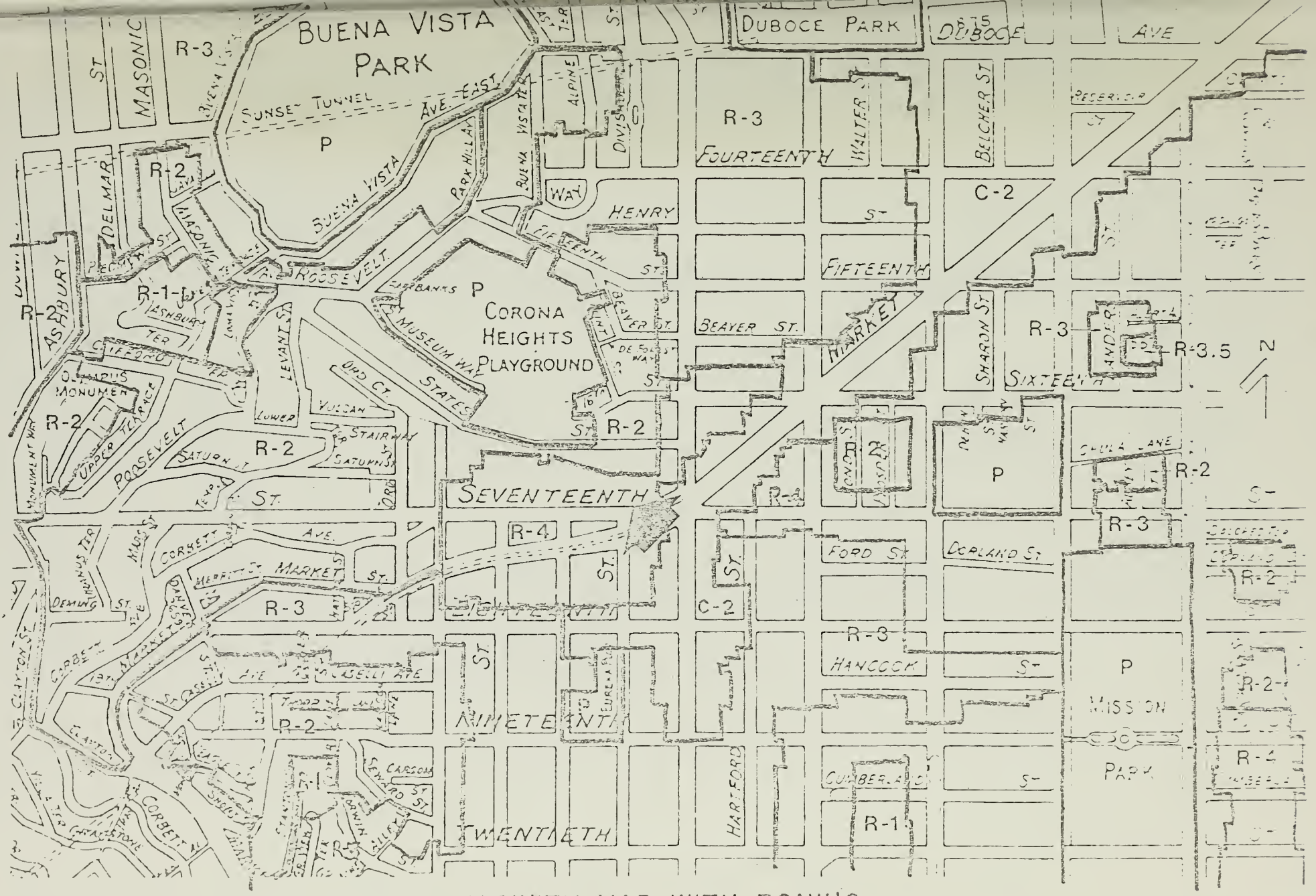
The site has a 50 ft. frontage, an average depth of 167.58 ft., and an area of 8,379 sq. ft. The length of the proposed structure would be 99 ft. and it would be placed 12 ft. back from the front property line; thus, the average rear yard would be 57 feet. Refer to Plate 3 for the site plan showing the location of the proposed structure on the site. The project's Building Designer is Mr. John Baumann of San Francisco.

Table 1, page 5 , compares the proposal with Planning Code provisions for this R-4 (High-Density Multiple Residential)



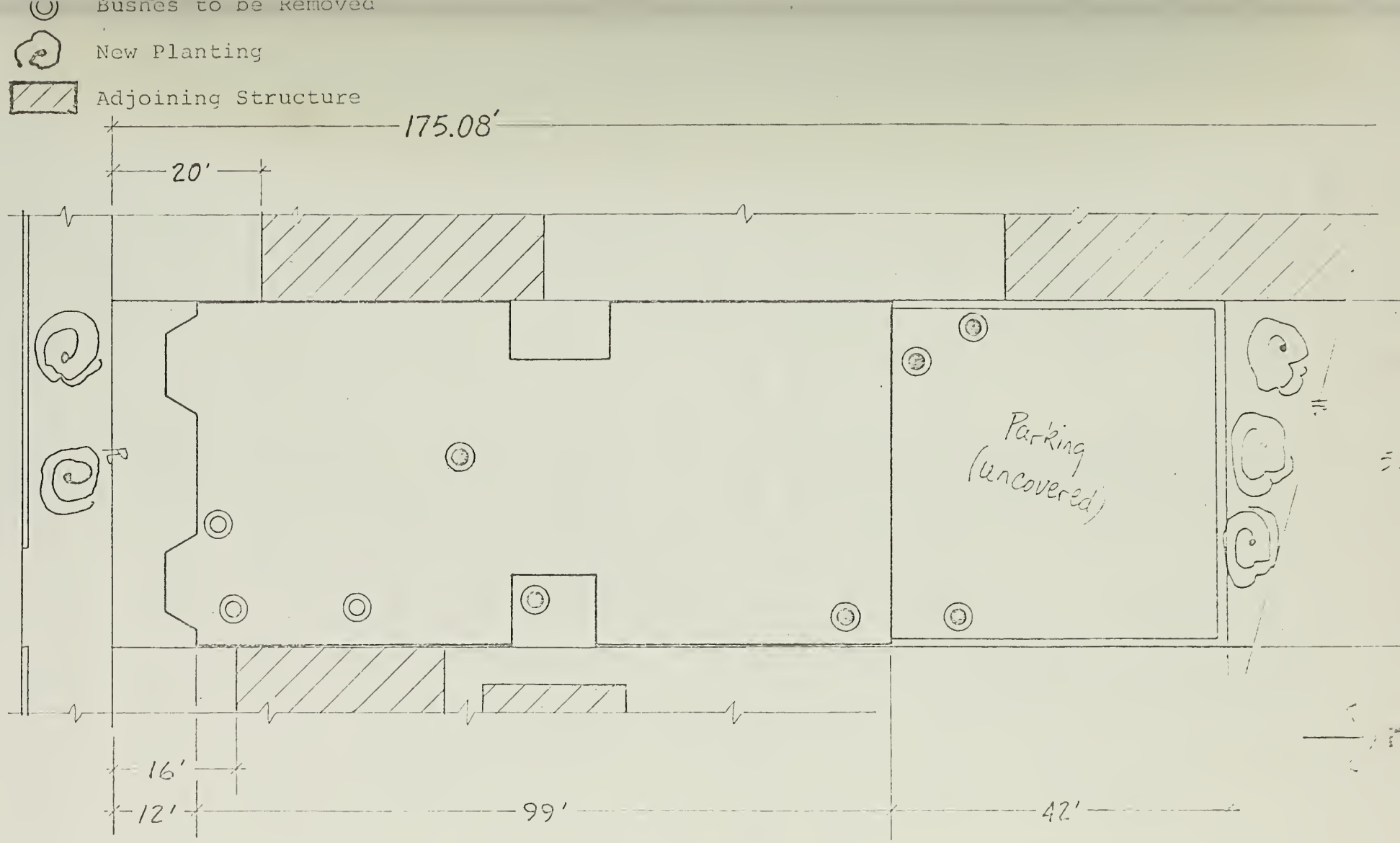
Location Map

Plate I



VICINITY MAP WITH ZONING

Plate 2



SITE PLAN SHOWING PRESENT MAJOR PLANTING

Plate

site. This project is not governed by the Interim Controls to the Code as the building permit was applied for before these controls went into effect.

Table 1	Project	Planning Code R-4 Maximums	Interim Controls Maximums
Number of Units	18	42*	42*
Off-street Parking	18 spaces	42 spaces min.	18**/18
Lot Coverage	56%	75%	75%***
Front Setback	12 ft.	none	16 ft.
Rear Yard	57 ft.	15 ft.	51 ft.
Height	40 ft.	40 ft.	40 ft.

The proposed structure would measure 40 feet high from the midpoint of the front property line. With the rear of the site approximately 27 ft. higher than the front, the foundation excavation would allow the rear of the proposed structure to be approximately 28 ft. in height above ground level.

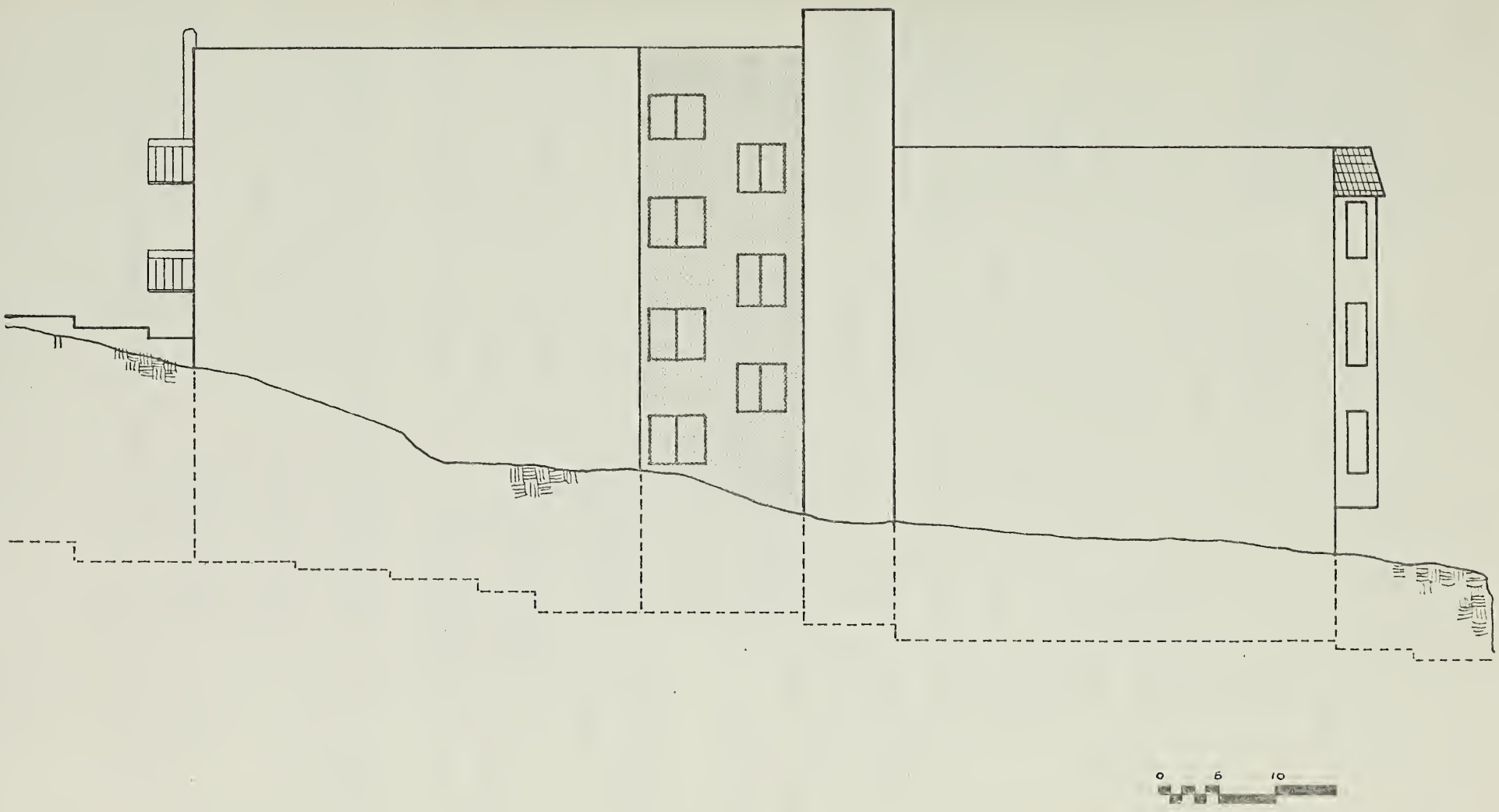
2. Design

The building has been designed as a split level structure set in a slightly upward sloping, stepped excavation. This will result in a structure having a lower height above grade at the rear (see Plate 4, page 6). This proposed structure would contain a total of approximately 12,300 sq. ft. of living space divided among eighteen units: six, two-bedroom (approximately 750 sq. ft.) and twelve, one-bedroom (approximately 650 sq. ft.) units. The proposed struc-

*These apply to the district as a whole for this lot size and do not consider other constraints applicable to the site. (See alternative F, Chapter VI.)

**Not in the rear yard.

***This figure refers to the coverage limit for interior lots in R-4 districts generally. It does not refer to the actual coverage resulting from a design reflecting all the applicable constraints. Actual building coverage for this lot would be 59%.



WEST ELEVATION

Plate 4

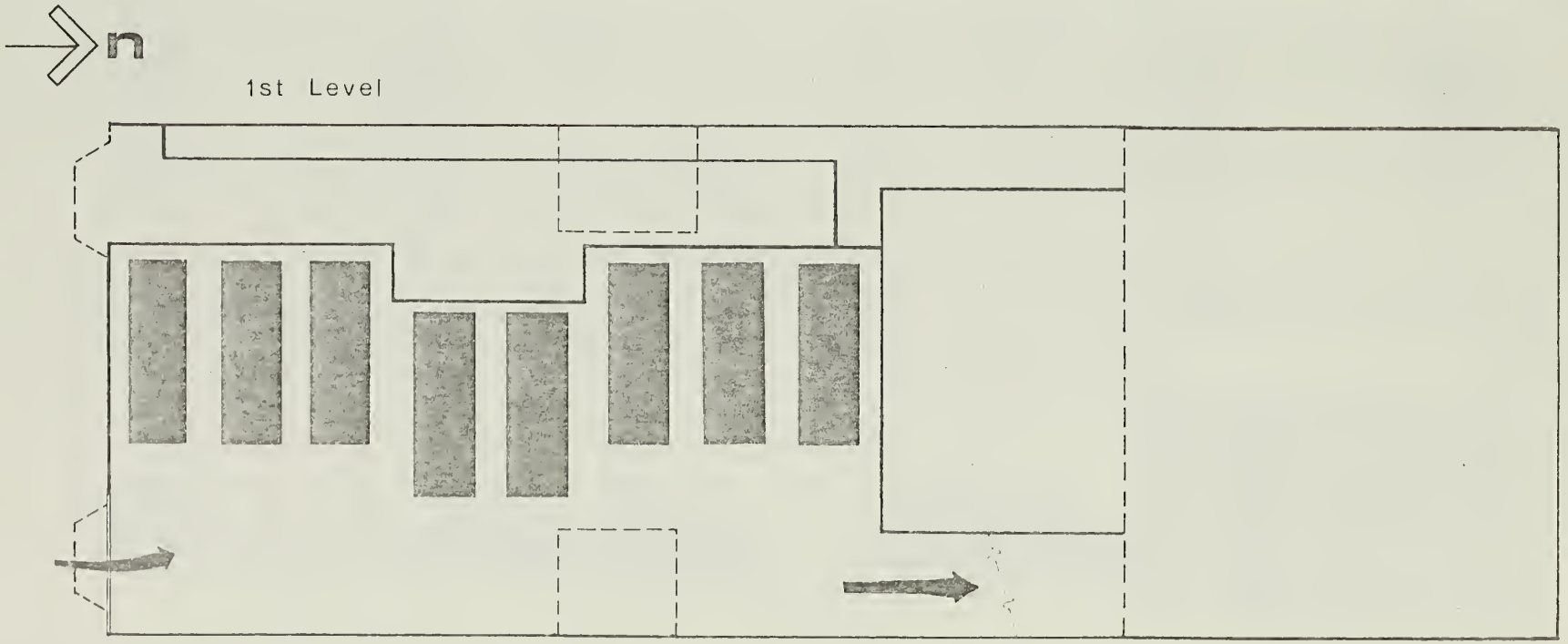
ture would have three storeys over garage, and the top, rear floor would be at the same level as the roof of the front section of the structure. This roof area would be accessible to all units for recreational purposes.

The parking would be arranged on two levels, with 8-vehicle spaces provided within the building proper at the street level and the remaining 10 required spaces located to the rear of the second level, including the 42 ft. excavated area to the rear of the structure. Refer to Plate 5, page 8, for an illustration of the parking arrangement. The six-space rear parking area would be contained by a concrete wall stepped along the rising topography to maintain an average height of 2 ft. above ground level. This area would be an average of 14 ft. below the existing grade and would extend 42 ft. behind the building.

This parking area would be visible from the single-family unit at the rear of the adjacent property to the west and the multi-family development located to the north of the subject site. Refer to Section V, page 38, for mitigation measures proposed to minimize the view towards this area.

The exterior facade of the proposed structure would consist of brick at the garage level (street) and stucco treatment on the three floors above (See Plate 6, page 9).

Proposed planting would consist of two mature specimen trees, Evergreen Chinese Elm (Ulmus parvifolia) at the



PARKING PLAN

Plate 5

0 5 10

FRONT ELEVATION

Plate 6

front sidewalk, to match present trees along 17th Street, and of planter boxes filled with Cypress bushes and flowering ground cover. See Mitigation Section, page 38, for description of other landscaping.

The anticipated range of rents for the proposed apartment building would be from $250/mo. for the one-bedroom units to $325/mo. for the two-bedroom units. Refer to Plate 7, page11 , for the typical floor plan of the proposed project.

3. Project Phasing and Scheduling

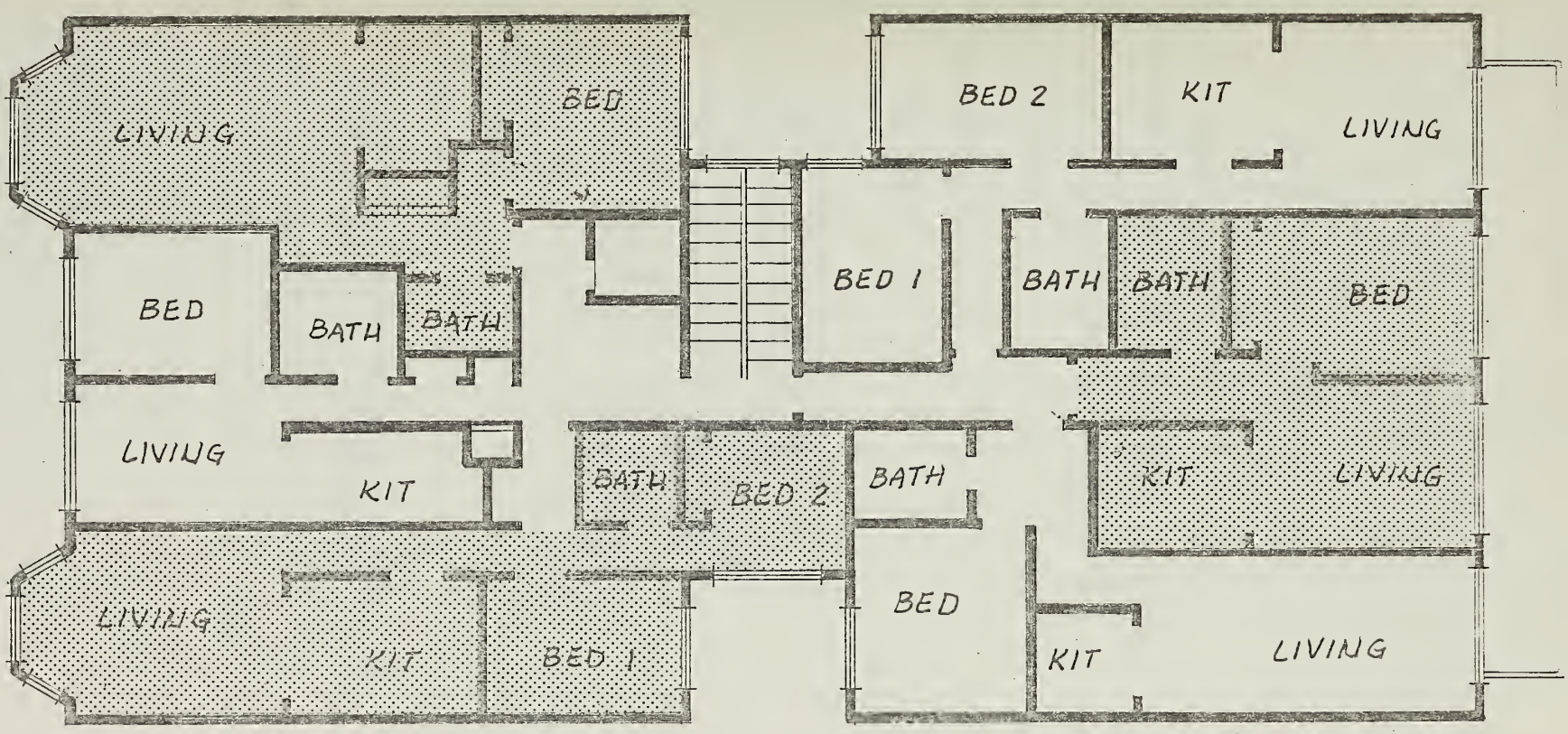
If all necessary permits are obtained by summer '75, the project would begin immediately and would last approximately 4 months.

I ENVIRONMENTAL SETTING

A. Project Site

1. Topography

The project site slopes 4.4% along the street frontage; the longitudinal axis slope averages 15%. In the rear, approximately 30 feet from the property line, there is a flat, poured concrete platform; at the rear of this platform the slope abruptly rises at an average grade of approximately 32% to the rear property line. A 6 ft. retaining wall is at the front property line. This wall, although partially obscured by ground plants, is in good condition.



TYPICAL FLOOR PLAN

Plate 7

2. Soil

According to the preliminary soil investigation prepared by Donald Herzog (C. 18093) and Associates, the sub-surface conditions, as examined from two hand-excavated test pits, consist of wet clayey soil with rock fragments.

3. Plants and Animals

The following is a list of the species of plants found on the site, all of which would be removed for the proposed projects:

Table 2

Species*	Approximate Height
Black Walnut (Juglans nigra)	40 ft.
Plum (Prunus cerasifera)	20 ft.
Crab Apple (Malus floribunda)	15 ft.
Boxwood (Buxus sempervirens)	6 ft.
Loquat (Eriobotrya deflexa)	12 ft.
Camellia (Camellia japonica)	12 ft.
Palm (Cordyline australis)	15 ft.
Privet (Ligustrum ovalifolium)	20 ft.

Other foliage on the site, randomly spotted, which would be removed:

Orange Cestrum (Cestrum aurantiacum)
Arborvitae (Thuya plicata)

Common urban birds were observed in and around the larger species of plants. In addition, small animals and normal microflora are associated with the higher plants and soil.

4. Existing Use of the Site

The present structure, a single-family residence, is a

*Note: Identification by Mr. Owen Lang, Landscape Architect of San Francisco.

three story wood frame building of unknown construction date; its architectural detailing, however, suggests construction to be latter 19th Century. The building has a width of approximately 30 feet, which allows for an eastern side setback of approximately 20 feet, and is set back from the front property line 16 feet. The coverage of the lot by the present structure is approximately 25%. The rear yard has an average depth of 75 ft. and the height from the midpoint of the lot at the curb level to the midpoint of the gabled roof is approximately 45 ft. Refer to Plate 8 for an aerial view of this structure. The structure is vacant and vandalized after years of neglect, and shows signs of poor maintenance. The structure has been vacant for approximately 18 months.

5. Historical Aspects

The present structure located on the project site is not listed in Here Today*[1] nor in "Landmarks Officially Designated by the Board of Supervisors."[2] The site is not believed to have historical significance.

6. Scenic Aspects

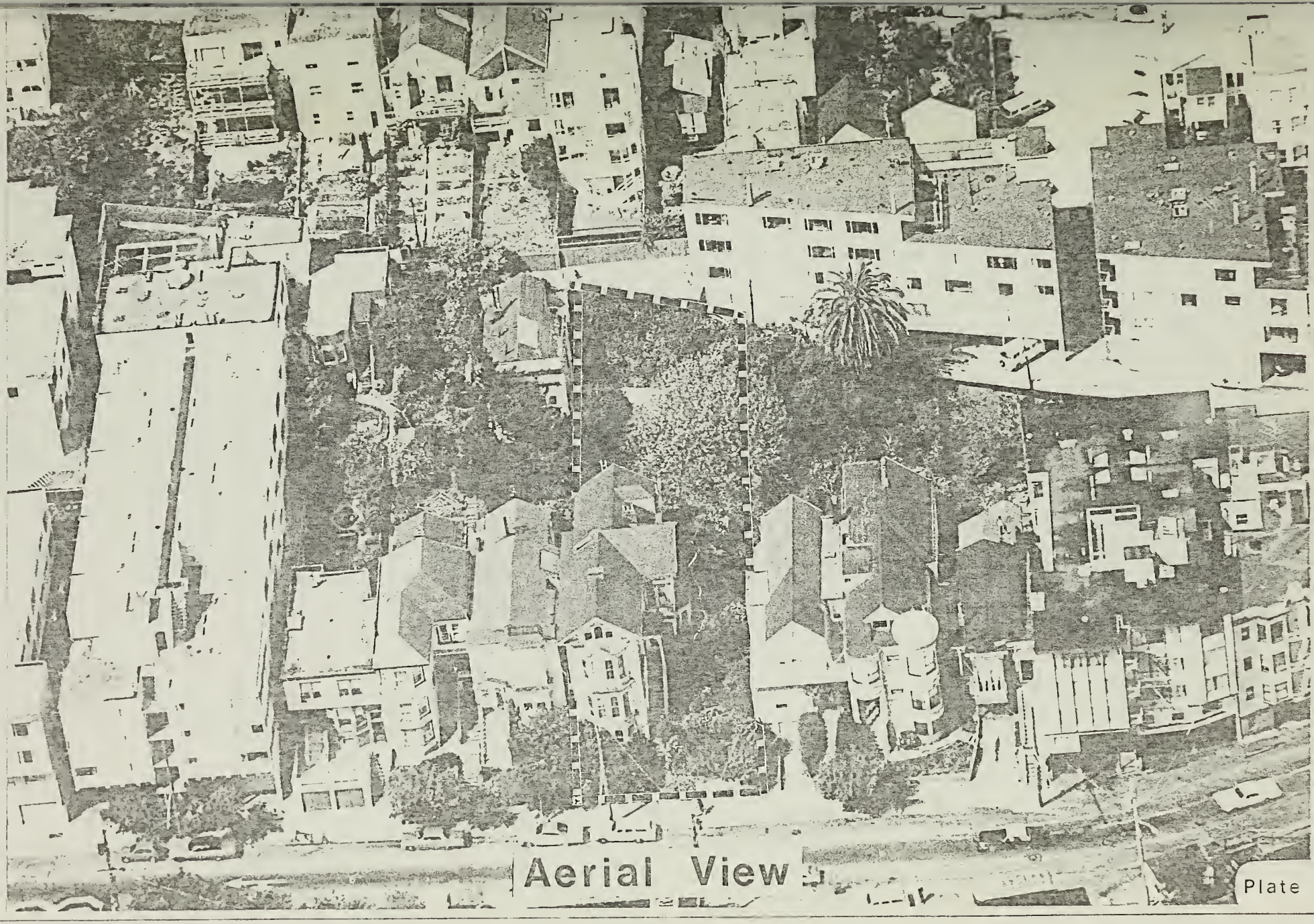
The dense foliage throughout the site has scenic value for the surrounding properties, especially for the adjacent property to the east.

B. Surrounding Properties

1. Type of Land Use and Scale of Development

Generally, the properties adjoining the proposed project

*Note: Here Today, a publication listing structures in the Bay Area having historical architectural worthiness.



Aerial View

Plate 8

site are a mix of lower density (single-family or duplex) units and high density multi-family units, similar to the proposed project, with the former type flanking the site on the east and west. Diagonally across 17th Street from the proposed project site the development is typically single-family and duplex units. Refer to Plate 8, page 14, and Plate 9 for an illustration of the surrounding properties.

The most recently constructed structure (1971) in the vicinity of the proposed project is a multi-family residence of 40 units located 4 lots to the west of the subject site. There are a total of 4 structures in this Assessor's Block with 18 or more units. The family-oriented structures, especially those across 17th Street from the proposed project site, are predominantly of much older construction. The structures at 4081, 4087, 4093 and 4097-99 17th Street, all located opposite the proposed project site, are listed in Here Today which lists their dates of construction as 1909, 1885, 1880 and 1904 respectively. Refer to Plate 2, page 3 , for the zoning of these surrounding properties.

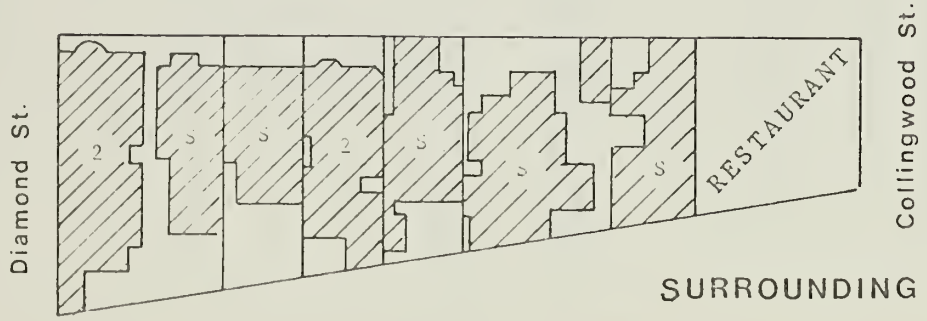
2. Housing Characteristics

With a mix of older, family-oriented residences and presumably middle-income apartments, the general resident of Assessor's Block 2623 can be considered to be "middle-class."

scale: 1/4 in. = 11.4 ft.

Legend

- Existing Structures
- 2,3... Numbers of Units
- S Single-Family
- Coverage of Proposed Structure



SURROUNDING PROPERTIES

Plate 9

In 1973 the San Francisco Department of City Planning prepared a report on a survey of housing vacancies. According to this Report, the Buena Vista Planning District (Planning District 6), an area bounded by 17th, Stanyan, Oak and Market Streets, of which this proposed project would be part, had one of the lowest apartment vacancy rates in the City, at 2.4%* As recorded in the Survey, "thirty-seven percent of the district's units were completed before 1920." The vacancy rate for one bedroom units was 2.6%, dropping to 0.2% for two bedroom units.[3]

3. Plants and Animals

Street trees along 17th Street in the vicinity of the proposed project site consist of Evergreen Chinese Elms (Ulmus parvifolia) approximately 25 feet in height.

The following table lists other trees in the vicinity of the proposed project site:

Table 3

Species	Approximate Height
Pine (5) (Pinus radiata)	2 @ 20 ft. & 3 @ 10ft.
Plum (Prunus cerasifera)	15 ft.
Broom (Cystisus purgans)	8 ft.
Loquat (Eriobotrya deflexa)	15 ft.
Palm (Phoenix canariensis)	35 ft.
Bay (Umbellularia californica)	25 ft.
Acacia (Acacia melanoxylon)	25 ft.
Cypress (2) (Cupressus macrocarpa)	45 ft.
Cypress (Cupressus sempervirens)	12 ft.

*Structures with 3 or more units including hotels.

Common urban birds were observed in and around the larger species of plants. In addition, small animals and normal microflora are assumed to be associated with the higher plants.

II. THE ENVIRONMENTAL IMPACT OF THE PROPOSED ACTION

The following is a discussion of the conditions which have a potential effect on the environment and the soil.

A. Land

Soil Stability and Susceptibility to Earthquake Damage

The soil of the site, like most of the region east of Twin Peaks, is dune sand with varying amounts of clay and sandy clay.[4] Dune sand is characterized as having a high permeability, a rapid rate of compaction, and slope stability rated as generally unstable and free running.[5] Clay is characterized by a capacity to absorb water, expand, and become plastic, as being difficult to compact and as having generally low slope stability.[6] Areas of the City with one or more special geologic hazards, as outlined in the Community Safety Element of the Comprehensive Plan, "Require geologic or soil engineering site investigations, and compensating structural design based on findings, for all new structures in Special Geologic Study Areas."[7]

The depth of cut required for the foundation at its deepest would be 18 feet (rear). More comprehensive soils investigations would be conducted during the final design phases

of the proposed project to serve as a basis for determining the shoring measures required for preventing possible disturbance of adjacent properties. According to the preliminary soils report:

> proper underpinning and shoring will reduce, but not eliminate, settlement and yielding of adjacent structures. Some cracking must be anticipated and will require repair when the project is completed. Adjacent property owners should be provided with proper notice prior to beginning the excavation in accordance with legal requirements.[8]

In the event of an earthquake tremor (1906 type), the proposed project could experience ground shaking rated as "strong" where "strong" is defined as ".... general, but not universal fall of brick chimneys and cracks in masonry and brickworks."[9] Higher terrain to the north has a past history of reported landslides.[10]

B. Water: Drainage and Runoff

The amount of runoff would increase as the coverage of the site by non-absorbing materials increases from approximately 25% to 80%. See Sec. III.F.3 for a discussion of this amount of increased load on the City's sewerage system.

C. Air

Quality in Terms of Gases, Chemicals, Smoke, Dust or Particulate Matter, Clarity and Odor

There would be an increase of carbon monoxide, hydrocarbons and nitrogen oxides on 17th Street in the vicinity of the proposed project due to the increased traffic generated.

It is not expected that these levels would be raised to "significant"* stages, however.

Atmosphere conditions in the vicinity of the site could deteriorate during the construction due to airborne dust from demolition, grading and excavation.

D. Land Use

Pattern, Scale and Character of the Neighborhood

The lower density dwellings in the area of the project would be affected by the proposed project's increase in bulk and coverage (refer to Plates 3, 8, 9 and 9a) the single-family residence at 4048 17th Street, the adjacent property to the east, would be especially affected by the proposed project. This two story, 3 bedroom residence would have its dining room, breakfast room and one upstairs bedroom walled off, which would result in an adverse loss of light and air and the loss of views the grounds of the subject site presently afford. Foliage existing on the project site which is visible from this home including a large walnut tree would be removed. Its rear yard would also be shadowed. Refer to Appendix B for a letter written by the owner of the property at 4048 17th Street to the Planning Commission expressing her concerns about the proposed project.

E. Population

Density

The proposed project would increase the daytime population of approximately 820 inhabitants of Assessor's Block 2623

*e: "Significant" carbon monoxide air pollution, as defined in Air ulity Category Designation of the Bay Area Air Pollution Control Dis- ct, begins when carbon monxide (CO) levels are greater than 10 ppm eight hours. By comparison, the actual 8-hour maximumCO average ue in parts per million was 9.9 registered in 1973.

PLATE 9a

by approximately 42 people (or 5.1%, assuming 2.34 persons per dwelling unit).

F. Services and Utilities

1. Police and Fire Protection

The geographical area surrounding the proposed site is presently characterized by low to moderate crime frequency: the proposed project would generate few annual "incidents" - those police calls where reports are written.[11] Response to any traffic congestion created by the proposed project could increase police activities in the area.

The nearest fire hydrant to the site is located at the SE corner of 17th and Collingwood Streets, and the availability of water is adequate to meet any anticipated fire demand.[12] Thus, protection services and facilities would be adequate to protect life and property.

2. Water Gas and Electric Power Systems

The proposed project would utilize the existing water, gas and electric power systems. The units would be all electric except for heating hot water. The anticipated loads for these utilities (water at 70 gal/person/day,[13] electricity at 4,700 kwh/yr. each for the one-bedroom units and 5.500 kwh/yr.[14] each for the two-bedroom units, and gas at 2,280 cu. ft./unit/mo.[15]), would be:

Water	Gas		Electricity	
	BTU's/sq. ft. int.		Kwh/sq. ft.	
(gal/day)	BTU's/mo.	Floor Space/mo.	kwh/mo.	Floor Space/mo.
2900	45×10^6	2680	7,400	0.44

The connected kilowatt load would be 3.5 KVA/unit x 18 units = 63 KVA.

Refer to Plates 10 and 11 for variation in electric consumption over 24 hour and yearly periods. Natural gas, used only for heating hot water, would be expected to be constant, therefore, no curve for yearly load distribution is given. Refer to Plate 12 for the daily gas consumption curve.

3. Sewerage Systems

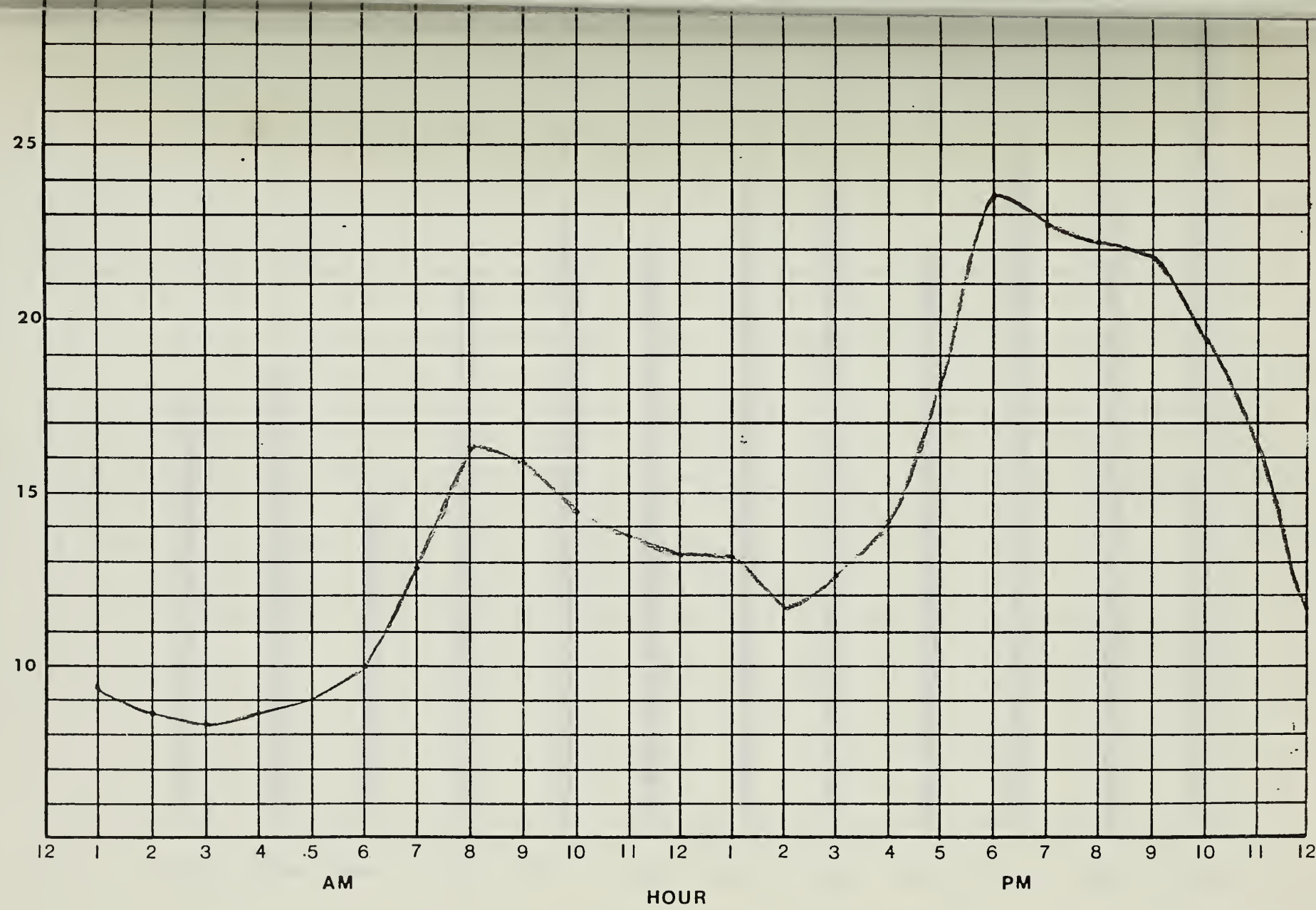
There would be an increased demand placed upon the North Point Water Pollution Control Plant which would receive the sewage from this proposed project. During dry weather the additional load is within the operating capacity of the plant as follows:

Design capacity of plant	65 mgd
Present average dry weather flow	60 mgd

The amount of additional sewage which would be produced at this proposed project is roughly the same as the volume of water consumed, or 0.0003 mgd (million gallons per day).

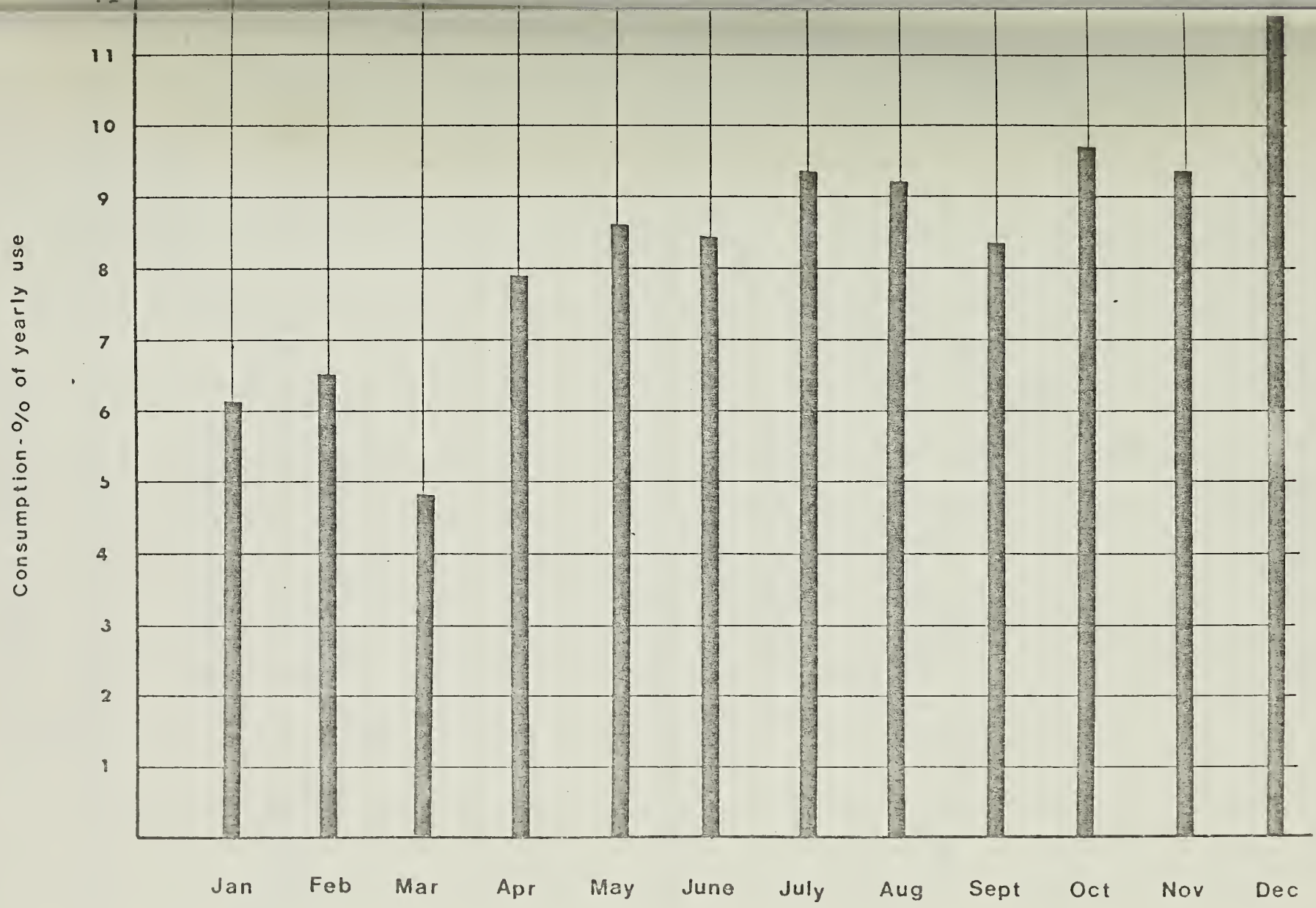
With approximately 25% of the existing site covered by non-absorbent materials and 60% of the proposed project site covered by new construction (including building, walkways and parking), an additional 5.3×10^{-3} mgd*

*Note: Based on cubic inches of rainwater accrued on the site during peak (February) winter storm.



DAILY ELECTRICAL CONSUMPTION CURVE

Plate 10



YEARLY ELECTRICAL CONSUMPTION CURVE

Plate II

RESIDENTIAL GAS WATER HEATING
DAILY LOAD CURVES - TYPICAL WEEKDAYS
AVERAGE YEAR 1967-1968 WINTER AND SUMMER
SAN FRANCISCO BAY AREA
P. G. & E.

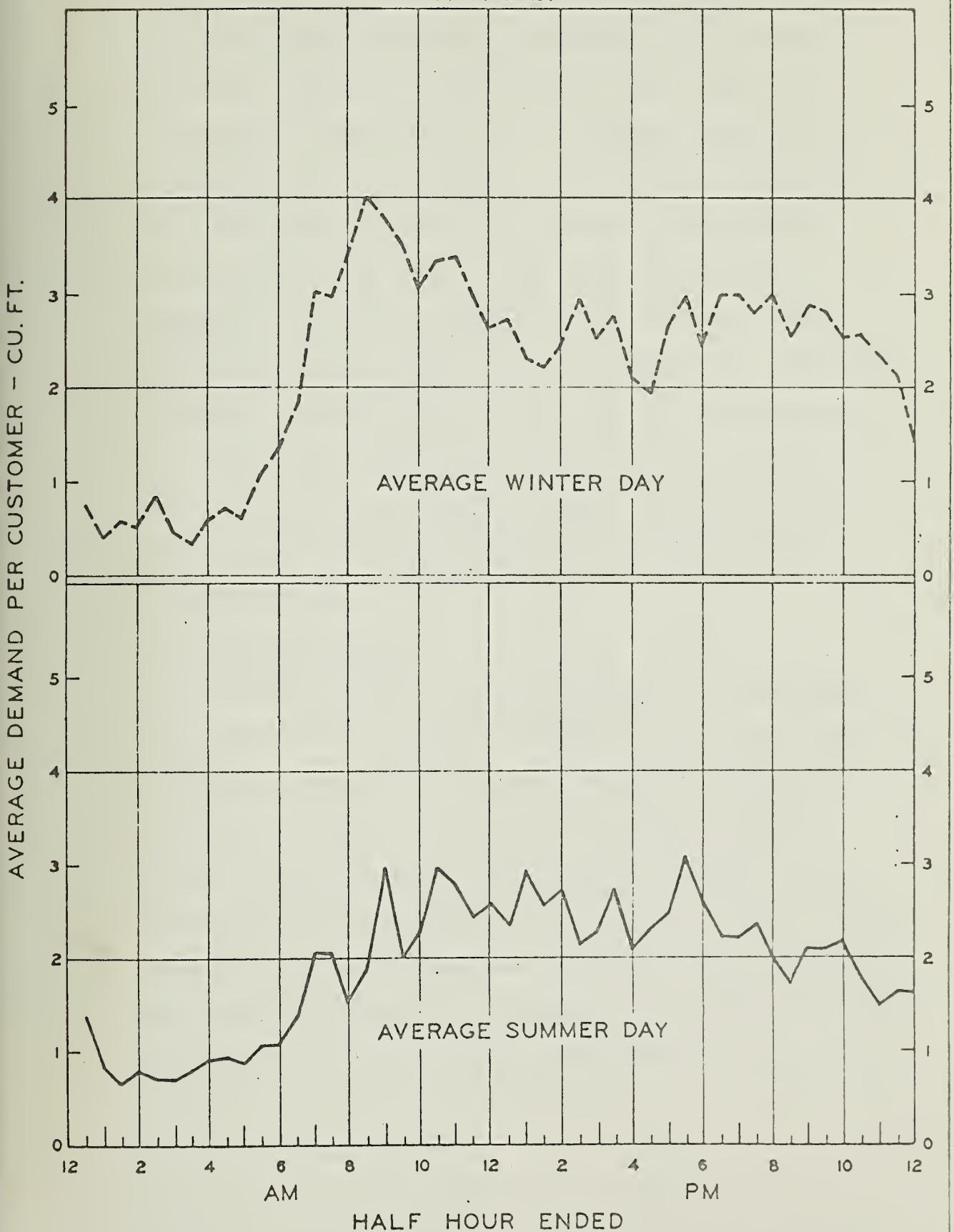


Plate 12

would be added to the existing sewage treatment facilities during peak wet weather periods. Since the City storm drainage system and sanitary sewage drainage system are combined, peak wet weather flow frequently exceeds the plant's capacity and excess, untreated flow is discharged into the San Francisco Bay. The San Francisco Bay Regional Water Quality Control Board has cited[16] the North Point Plant because it does not comply with the required water quality standards under these circumstances. Implementation of the Wastewater Master Plan,[17] which calls for the eventual phasing out of the North Point Treatment Plant, will ultimately lead to substantial compliance with the requirements of the Water Quality Control Board.

4. Solid Waste Disposal

Solid waste produced during the course of demolition and construction would be removed to a disposal site, as yet to be selected, during the construction phase. Waste generated by the completed project would be picked up by the Golden Gate Disposal Company, and transported to a disposal site in Mountain View. This site is a sanitary land-fill operation being monitored for water pollution (State Water Quality Control Board) and sanitation (State Health Department). It is expec-

ted that this site will be in operation for the next five to seven years.

Anticipated amounts of solid waste would be as follows:

Project	Solid Waste* (lbs./day)
18 units (2.34 persons/unit)	100

G. Transportation and Circulation Systems (Public and Private)

1. Capacity of Existing System

The San Francisco Department of Traffic Engineering states that, generally, 6 trips and 7 trips could be expected daily from the one-bedroom and two-bedroom units, respectively.[18] Thus, with 12 one-bedroom units and 6 two-bedroom units, the proposed units could generate:

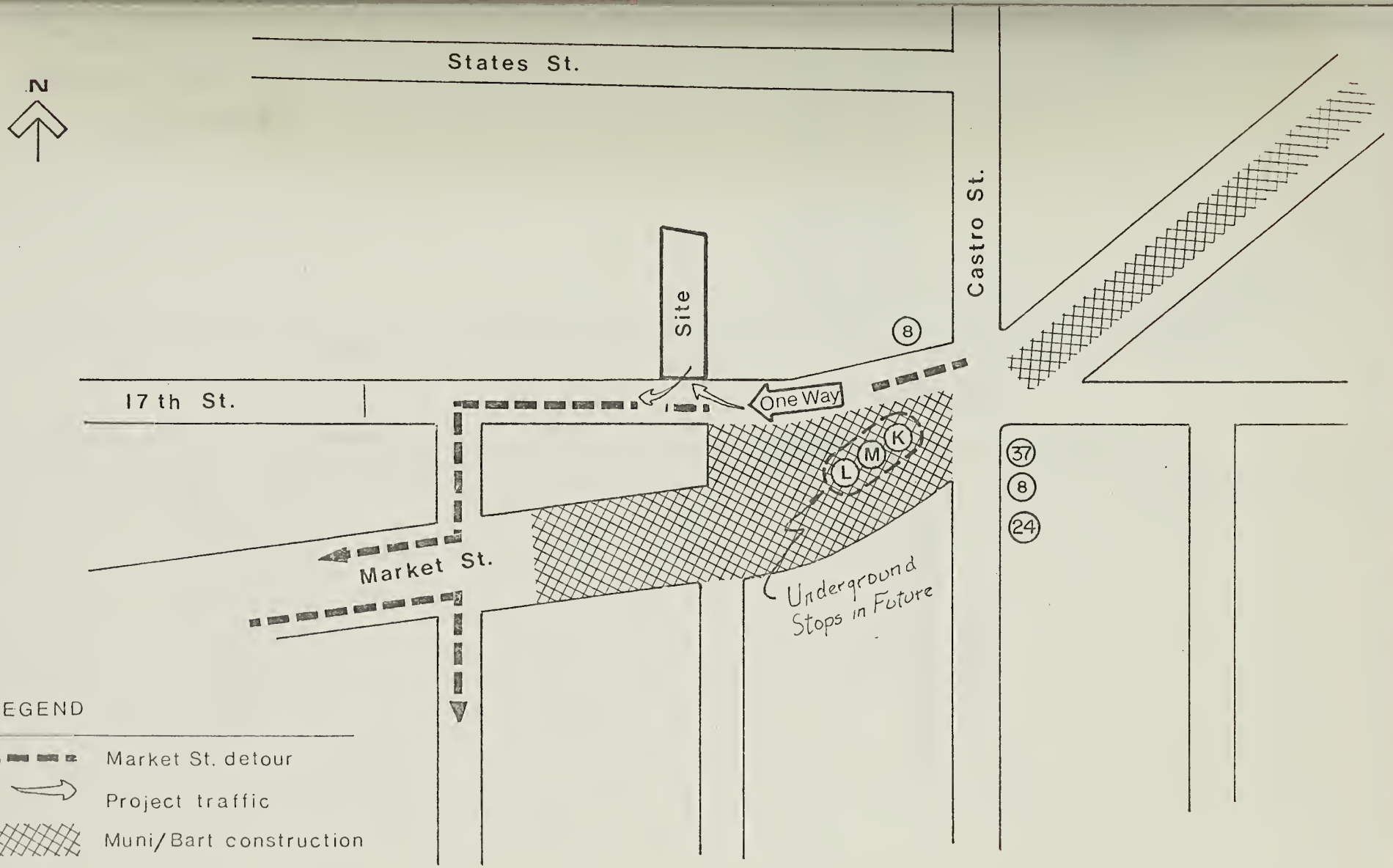
$$12 \times 6 + 6 \times 7 = 114 \text{ trips/day}$$

According to the traffic count presented in Appendix A, 17th Street has an evening peak hour traffic flow (before the Market Street detour interruption) of approximately 700 vehicles westbound and 330 eastbound during the 5 to 6 P.M. rush hour. Market Street, again before construction interruption detouring traffic onto 17th Street, had approximately 1,660 vehicles westbound and 450 eastbound during the same 5 to 6 P.M. period. Refer to Appendix A for the traffic count data for these statistics.

*Note: Based on 2.4 lb./capita/day

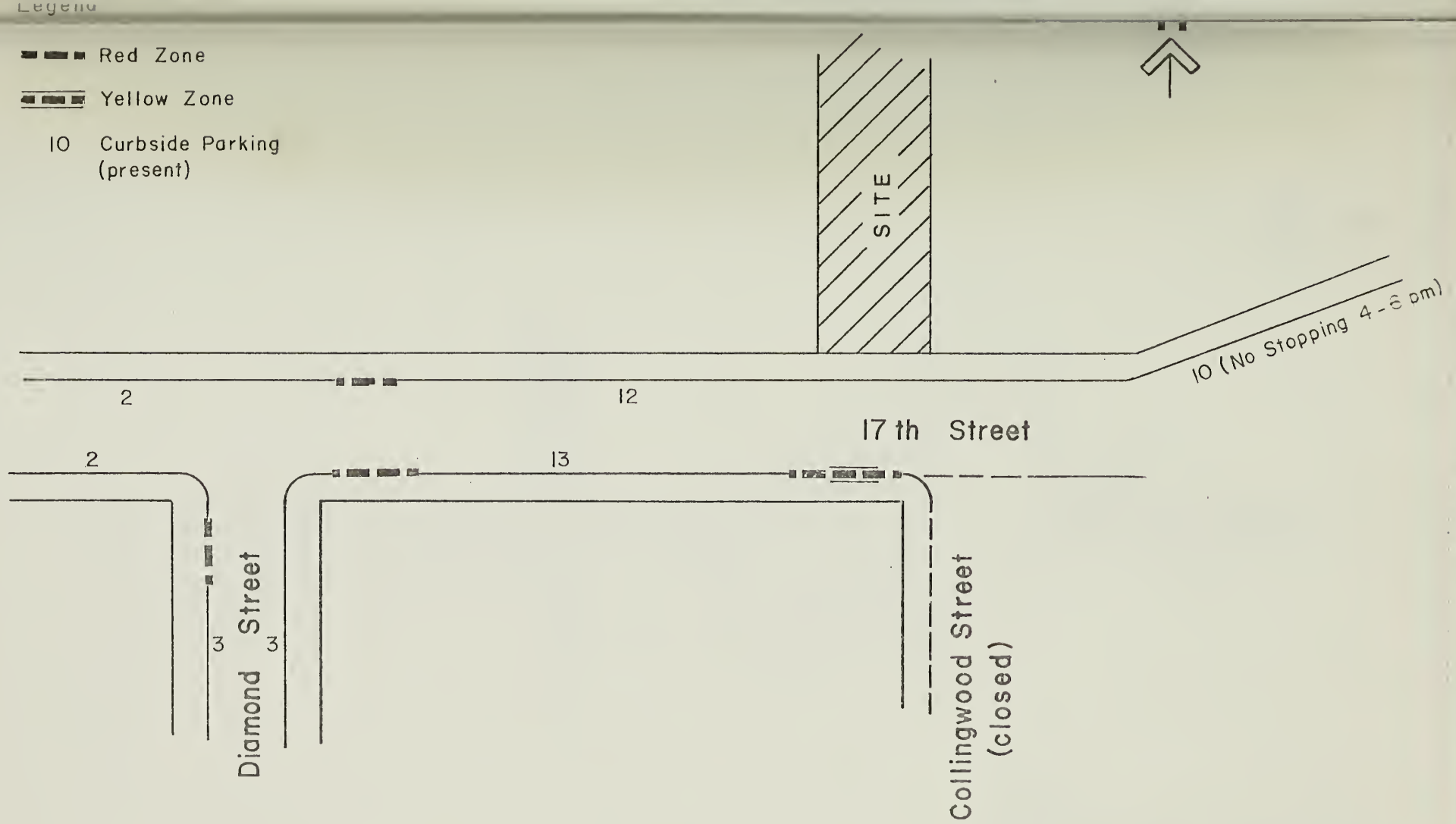
Thus, with the present flow of traffic onto 17th Street being the combination of both volumes, the 2,413 vehicles per hour now traveling westbound in the vicinity of the proposed project have created a volume of traffic taxing the carrying capacity (approx.600 veh./hr.) of 17th Street. As long as this condition continues, the added traffic generated by this proposed project would add to the excess of vehicled on 17th Street. Conversations with Mr. Al Hollett, Muni Engineer, and confirmed by Mr. James Finn, Public Utilities Commission, indicate the Market/Castro transit construction area to be completed by fall 1976. At that time the flow of Market Street traffic will return to normal, i. e., the 17th Street detour will be removed, but 17th Street will remain one way. This one-way nature of 17th street requires traffic approaching from certain directions to travel further and use streets which would not otherwise be used to gain access to this site. Refer to Plate 13 for the current traffic conditions in the vicinity of the site.

Presently there are 35 curbside parking spaces within 300 ft. of the proposed project site (excluding 4 to 6 P.M. restricted parking), along both sides of 17th and Diamond Streets. Of these, 3 spaces are found in front of the subject site; two of these (6%) would be removed by the proposed project. Refer to Plate 14 for the location of these curbside spaces. Refer to Plate 13 for the transit stops serving the proposed site: 8 (Market), 24 (Divisadero), 37 (Corbett) coaches, and the K (Ingleside), L (Taraval) and M



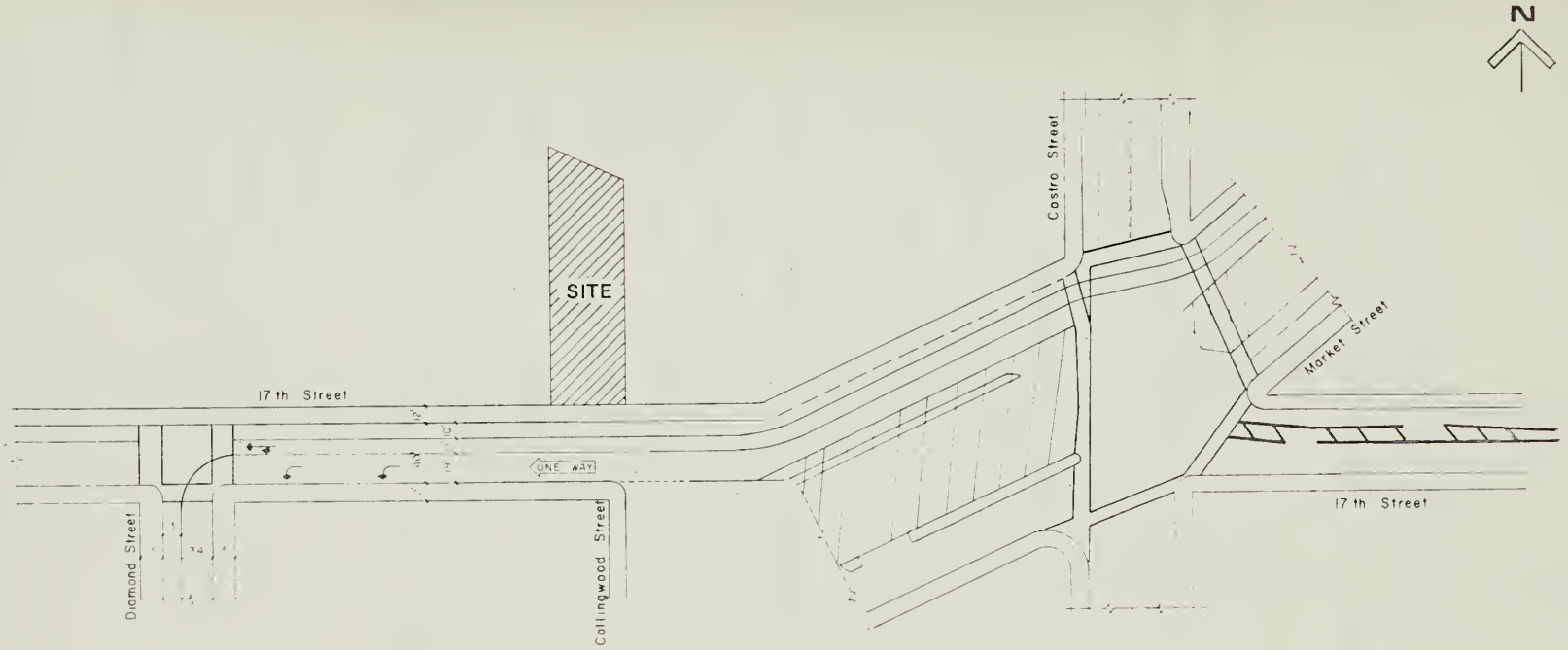
EXISTING TRAFFIC ANALYSIS WITH MUNI STOPS

Plate 13



EXISTING PARKING FACILITIES NEAR PROPOSED PROJECT SITE

Plate 14



Legend

BART/Muni Construction Area

STREET WIDTHS PLAN

Plate 15

(Oceanview) streetcar lines. Refer to Table 2, page 33, for the present ridership of these lines.

2. Effect on Surroundings from Changes in Systems

Three visual inspections of the surrounding area have disclosed the available curbside parking to be in moderate demand during the daylight hours and heavy demand during the evening. In this case, "moderate" represents a few spaces available and "heavy" represents hardly any spaces available during the respective periods of the day. Since the subject site would receive a net increase of 17 units from its present use, the resulting demand from anticipated service and visitor parking would probably create a heavy curbside demand in the immediate vicinity of the proposed project. An additional effect of the construction of the proposed project would be possible delays to through traffic westerly along 17th Street. This delay would be most noticeably felt while the Market Street detour is in effect (See Page 27).

According to the 1970 Census, it is estimated that 43% of the tenants would drive to the Central Business District for employment while 57% would use public transportation.*

Note: "1970 Census, Census Urban Transportation Plan Package." Source: Transportation Section, City Planning.

	L Taraval (10/9/74)**	M Oceanview (Data not available	K Ingleside (10/9/74)	8 Market (1/15/75)	24 Divisadero (10/23/74)	37 Corbett
Source: Muni Traffic Counts						
Peak Crest, am	7:30-7:45		7:45-8:00	8:00-8:15	7:45-8:00	7:45-8:00
Seating Percentage *	152%		137%	103%	148%	146%
Peak Hour, am	7:30-8:30		7:15-8:15	7:30-8:30	7:45-8:45	7:05-8:05
Seating Percentage	139%		111%	96%	130%	102%
Peak Crest, pm	5:15-5:30		4:45-5:00	5:15-5:30	3:15-3:30	5:40-5:55
Seating Percentage	137%		140%	178%	178%	123%
Peak Hour, pm	4:45-5:45		4:45-5:45	4:30-5:30	3:15-4:15	5:15-6:15
Seating Percentage	133%		107%	146%	123%	78%

* Represents the number of patrons as a percentage of the capacity of the coach's seating, i.e., 100% means all seats filled, but no standees.

** Date of Count

II. Health and Safety

1. Noise Levels and Vibrations

Noise would be generated during the demolition of the present structure. It is expected that the removal of this structure would last no longer than two days. Also, noise and vibration would be generated during the excavation for the foundation and the removal of the plants previously mentioned on page 12. It is anticipated that this period will last up to three weeks after commencement of the construction.

The following table lists noise levels for equipment to be used in the construction of the proposed project:[19]

EQUIPMENT	NOISE LEVEL AT 100 FEET FROM SOURCE (dBA)*
Trucks	85
Scraper	83
Concrete Mixer	80

San Francisco Noise Ordinance (Ord. 274-72, Chapter 8 of the Municipal Code) states that no construction equipment may have an emitted noise level exceeding 85 dBA at 100 feet.

In a report titled "Transportation Noise" adopted by the Planning Commission on 9/19/74 as part of the Environmental Quality Element of the Comprehensive

*The dB (decibel) is a unit for measuring sound pressure. It is a logarithmic scale, with every increase of 10 dB representing a doubling of loudness. The dBA is a weighted measure of sound pressure which approximates the human physiological response to noise under conditions which include typical urban sound levels.

Plan, the subject site is shown to have a background noise level* of 60 dBA and a thoroughfare noise level of 75 dBA. This report further states that "background noise ... is the result of many sources over a wide area and is heard as a general roar of undifferentiated sound (and) the major contributions come from transportation sources."[20] In this case that source would be from both the Market/Castro intersection and 17th Street.

2. Construction Hazards

Increased hazards in areas adjacent to the proposed development site would result from the operation of heavy equipment and increased truck traffic associated with this type of construction. Usual hazards connected with building, e.g., accidental utility damage, would also be present. Additional damage to street trees might occur: there are no special construction hazards expected.

I. Objectives of the Comprehensive Plan

1. The Residence Element of the Comprehensive Plan for the City and County of San Francisco

The Residence Element of the San Francisco Comprehensive Plan delineates the area near the intersection of Market and Castro Streets for high density residential use (over 20-unit buildings) with minimum density (3 to 9-unit flats) further west from the intersection.[22]

*Note: Background Noise: the general din of street noises excluding all separate, distinguishable noise events.

The Residence Element indicates that, generally, the existing land use is Medium Density (3 to 9-unit flats and apartments) near the intersection of Market and Castro Streets with low density (single-family and duplex row houses) further west from the intersection.

2. Transportation Plan Element of the Comprehensive Plan for the City and County of San Francisco

The Transportation Element designates 17th Street as a secondary thoroughfare, defined thus:

> primarily intra-district routes of varying capacity serving as collectors for the major thoroughfares; in some cases supplemental to the major thorough-fare system.[23]

In the morning hours when the bulk of the traffic would be to easterly destinations, vehicular traffic from here would have to travel west on the one-way 17th street and find connections to eastbound routes. As was mentioned previously, on page 32, 43% of the residents from the proposed project would be expected to drive to the downtown portion of the City; this estimate is taken from data in the 1970 Census for census tract 170, of which the subject site is part.

J. Neighborhood Concerns

The following are neighborhood concerns as expressed in correspondence to the City Planning Dept., Office of Environmental Review. The actual correspondence is reproduced in Appendix B.

1. On-street parking. The additional demands created by the proposed additional 18 units would create a further tax on an existing scarcity of curbside spaces.

2. Transient population. With the predominance of proposed units being one bedroom, it is felt that the bulk of the prospective tenants would be transient.

3. Design. The proposed treatment of the front facade, the scale and massiveness, the detailing the fire escapes, and the use of stucco finish would make the proposed building incompatible with surrounding properties.

4. Density. The incremental increase of persons would be felt acutely in the immediate vicinity of the proposed project where the densities are much lower.

5. Obstruction of views. The increased length and width of the proposed structure over that which now occupies the side, would block or disturb views from adjacent lots.

6. Rear yard parking. Exposed parking in the rear yard would create noise and air pollution.

Furthermore, there is a record of opposition to large apartment buildings in this part of the City by citizen organizations in the area.

ANY ADVERSE ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSAL IS IMPLEMENTED

The following conditions would have an effect on the environment if the proposed project is implemented:

Temporary construction noises, air pollution and heavy vehicle traffic;

Decreased air quality from traffic and rear yard parking;

Increased traffic on the street system;

Increased noises from added street traffic and rear yard parking;

Increased demand for curbside parking;

Removal of existing planting;

Loss of light and openness for adjacent properties;

Increased demand for the disposal of solid wastes;

Increased bulk;

Increased demand for police and fire protection

Increased storm runoff and sewage;

Increased demand for water, electricity and natural gas;

Settlement and yielding of adjacent structures with some anticipated cracking.

V. MITIGATION MEASURES PROPOSED TO MINIMIZE THE IMPACT

Adverse Environmental Effect	Mitigation Design Feature
A. Bulk of Building (street facade)	The front of the structure would be segmented with bay windows.
B. Length of Building	Provision of front setback of 12 ft. and of greater than required rear yard results in a structure of less length than permitted under the Planning Code at the time of permit application, although of greater length than now permissible under Interim zoning controls.
C. Loss of Planting	New street trees would be planted and plants of appropriate height would be planted in rearmost portion of site to act as screen for exposed parking area from adjacent properties to the north.
D. Seismic and Geologic	Once the building which exists on the site has been removed, a soild test will be produced by a licensed engineer and the foundation will be built in accordance with his recommendation.

E.	Consumption of Energy	The front, rear and roof of the proposed structure will be insulated with an insulattion material (yet to be selected) designed to prevent excessive loss of heat per current State regulations.
F.	Noise and Dust from Construction	Powered tools and other equipment used in the construction would be muffled as required by the S.F. Noise Ordinance. Dust from demolition and excavation would be minimized by watering.
G.	Archaeological	No archaeological finds are anticipated. However, if there is any indication of potential archaeological significance during excavation, excavation activity would be stopped until an evaluation can be made by a qualified individual.

ALTERNATIVES TO THE PROPOSED PROJECT

Alternative A Conversion of the Existing Structure to Multi-Family Use

The existing structure, as discussed in Sec. II. A.4 (page 12), is in a state of disrepair internally. No estimates have been made yet to arrive at the cost of converting the structure to multiple units, but the developer has estimated the cost to be in excess of what he considers to be a reasonable return on the site investment. Environmental impacts of this alternative would be, 1) the loss of only those plants necessary to provide one off-street parking space for each additional dwelling unit produced,*2) the loss of curbside parking due to necessary curb

* Section 166 of the Planning Code provides procedures to consider Conditional Use Permits to allow conversion and renovation of buildings without provision of additional off-street parking in order to preserve a building's architectural integrity or significant landscaping.

cuts, 3) the incremental increase in parking demand, and 4) the saving of energy which would otherwise be used to demolish the present structure and construct a new one.

Alternative B Rehabilitation of the Structure as a Single-Family Dwelling

With the proximity of the site to the heavily trafficked Castro/Market intersection, the desirability of this site for a family with enough children to need five bedrooms appears marginal. The rent required to amortize the purchase price of this site would possibly be non-competitive for the market. The environmental impacts for this alternative would be unchanged from the present, except for energy expended in rehabilitation.

Alternative C Setting the Proposed Structure Back from the Side Property Line (east)

This alternative could be accomplished, keeping the same number of units, if the proposed structure were stretched farther into either the front or rear setbacks. The advantage of this alternative would be to preserve the air and light amenities presently afforded to the single-family residence located on the adjacent property to the east of the subject site. The environmental impact of this alternative would be a further loss of interior block open space and increased shadow falling on some adjacent properties, particularly those located to the north of the subject site.

Alternative D Reducing the Number of Units

The applicant rejected this alternative because of economic reasons. The environmental impact of this alternative would be

a proportionate decrease of those impacts listed on pages 37 and 38. Front and rear yards could be increased, a side setback could be retained, or a combination of all three would be possible. More planting could be preserved as less of the site would be used for structure and parking.

Alternative E Maximum allowed by Planning Code

With the maximum permitted units allowable at 44, and the rear yard at 15 ft. at the time of the building permit application, this alternative would result in a structure of 148 ft. depth, beginning at the front property line. The environmental impacts of this alternative would be: a greater loss of interior block open space; greater bulk; proportionally greater traffic and parking demand; a greater loss of light and air by adjacent properties, particularly by the property at 4048 17th Street; and a greater expenditure of energy in construction.

Alternative F Maximum Allowed by Interim Controls to the Planning Code

Under this alternative, the structure would be set back 16 feet from the front property line as compared to 12 feet for the proposed structure, and have a rear yard requirement of 53 feet resulting in an actual building coverage of 59%. This compares with the proposed 57 ft. rear yard which results in a building coverage of 57% but with parking in the rear yard. The combined coverage of the building and paved parking in the rear yard would result in 81% of the lot being unavailable for landscaping. Therefore, a building complying with the interim controls would be virtually the same building but it would be setback 4 feet more and could not have open parking in the rear yard. The parking

rrangement could be designed as proposed if the parking area were overed with a deck extending no more than 3 feet above existing rade. This design would not allow more vegetation than proposed xcept for potted plants. A design placing all the required arking within the building would require a totally redesigned uilding with approximately five fewer dwelling units than proposed. ll other impacts mentioned in Section IV, would be unchanged.

lternative G Gas for space heating and cooking.
his alternative would provide a more economical use of energy esources because of the energy losses in generating and ransmitting electricity.

lternative H No Project
Lack of new development would place no additional load on the services or systems and would result in the retention of the residence at 4050 17th Street as an abandoned, single-family structure until a new permit application were filed or demolition occurred.

VII. THE RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

A. Cumulative and Long-Term Effects Which May Adversely Affect the Environment

As discussed in Section III, the proposed project's incremental contributions to traffic congestion, increased demand for City services, sanitary waste and utilities and population increases would have an effect on the environment.

In addition, the loss of light and open space by surrounding properties, massiveness of the structure, parking demand and increased traffic and its related

air pollution would have an environmental effect on the surrounding area. The long-term benefit to counterbalance the environmental impacts would be the creation of needed housing in San Francisco.

B. Narrowing of Beneficial Uses of the Environment and Long-Term Risks to Health and Safety

Beneficial uses of the environment would be narrowed by this project to the extent that the proposed use and building is considered to be long-term and thus would preclude other potential uses and buildings.

C. Why the Proposed Project Should be Undertaken at this Time

The applicant has filed a building permit application with the expectation that earlier, rather than later, construction will maximize the return on the investment, and permit the investor and the City a more productive use of the land. Delaying the project, for example, until the Market Street construction project is completed, would result in a building costing 10-15% more, if present inflationary trends continue.

VIII. ANY IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

The proposed project would cause non-renewable materials to be expended for its construction. Non-renewable energy sources would also be expended during its construction, and afterwards during its operation. Such depletion of energy and building materials can be expected to continue until alternative and replaceable energy sources are developed.

IX. THE GROWTH INDUCTING IMPACT OF THE PROPOSED ACTION

The construction of the proposed project could lead to further densification in the neighborhood, if it results in sale of adjacent properties. The population on a City-wide basis has been trending downward. Although tenants attracted to the proposed apartment building may come from out of the City as well as from other parts of the City, the proposal would not, by itself, affect this trend.

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FOOTNOTE REFERENCES

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21. "Residence Element of the Comprehensive Plan" San Francisco Dept. of City Planning, April, 1971, p. 13.

22. "Transportation Element of the Comprehensive Plan", San Francisco Dept. of City Planning, adopted 4/27/72, p. 19.

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Judith Hoyem
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Elise Mannel
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Raymond Gould

MENTS AND RESPONSES

lic Hearing before the Environmental Review Officer, July 1, 1975.

e Laspa, Vice President, Eureka Valley Promotion Association

MENT 1: The alternative of a single-family dwelling was said to be non-competitive for the market. However, the alternative of conversion to multi-family units was said to not constitute a reasonable return on an investment.

PONSE: The EIR makes clear that the comment concerning conversion to multiple units is clearly the estimate of the developer. Unfortunately, the Department of City Planning is not in a position to conduct an independent cost estimate of such conversion.

MENT 2: The discussion of the impact of the multi-unit conversion alternative assumes that one off-street parking space would have to be provided for each additional dwelling unit produced, when, in fact, a conditional use could be granted for such conversion without providing off-street parking for such additional dwelling units.

SPONSE: While the EIR cannot assume that such conditional use would be granted, the referenced comment has been footnoted to indicate that the conditional use option is available.

MMENT 3: Alternative E, the maximum allowed by the Planning Code, states that 44 dwelling units could be allowed, but that is not possible under all the constraints.

SPONSE: This alternative discusses development prior to enactment of the Interim Controls to the Planning Code. The density formula of the Planning Code would allow 44 dwelling units on a lot this size. It remains to be shown that other constraints would in fact not allow this density.

MMENT 4: Discussion of Alternative F, the development allowed under the Interim Controls, does not mention that no off-street would be allowed in the rear yard and that fewer dwelling units would be allowed because of all the constraints.

SPONSE: The text has been amended to mention that no parking would be allowed in the rear yard. Concerning the number of dwelling units, it is reasonable to expect that designing a building of 44 units on this lot under Interim Control restraints may be more difficult. That is not to say that it is impossible.

MMENT 5: I do not agree with the statement on page 43 that only people already living in San Francisco would be attracted to the project.

SPONSE: That statement has been deleted from the text and replaced with a statement that the population on a citywide basis has been trending downward, and that the proposal would not by itself affect this trend even though tenants may be attracted to it from outside of the City as well as from within.

MENT 6: The vacancy rate of 2.4% quoted on page 17 does not apply to this area or to this type of residential structure. One or two-unit structures have almost no vacancy rate whereas the turnover rate for structures of this type is much greater.

PONSE: One and two-family homes may in fact have a very low vacancy rate. The 2.4% vacancy rating quoted in the EIR is the rate for this part of the City and for structures with three or more units. The vacancy rate for the Central Planning District which exists just across 17th Street is even lower. The figures are derived from the only formal survey of housing vacancies available which cannot address itself to types of structures based upon a subjective analysis of their quality.

MENT 7: Chapter VIII, on page 43, implies that the loss of non-renewable energy would be the only impact of the project. However, traffic and parking congestion, as well as sociological impacts, are more important.

PONSE: The intention of the chapter on any irreversible environmental changes is to discuss impacts that are permanent relative to the time period that man relates to his environment. In this time frame, traffic, parking and sociological impacts cannot be considered permanent or irreversible.

MENT 8: The correspondence reproduced on page 50 is illegible and other correspondence should have been included. The zoning in the area has changed, making the published zoning map incorrect.

PONSE: These items have been corrected in the final version.

MENT 9: Table I on page 5 is misleading as to lot coverage because we feel that paved parking is lot coverage.

PONSE: It is the intention of Table I to present Code limitations which are, by definition, technicalities. The Planning Code has never been applied in such a way as to include open parking within the definition of lot coverage.

MENT 10: Arguing in favor of the project based upon the owner's return on an investment is biased.

PONSE: It is the legal intention of the statement of objectives and the chapter on Alternatives to disclose the objectives of the project sponsor and the reasons for the adoption or rejection of various alternatives by the project sponsor. Naturally, the return on an investment is the basis by which a private investor would make decisions on alternatives. It cannot be considered biased on the part of the EIR to disclose this decision-making procedure.

<u>lith Hoyem</u>

MENT 11: There is no analysis of the impact of the building bulk.

SPONSE: An analysis of the impact caused by the increase in bulk is presented on page 20. The final EIR also includes a photograph of the site and the surrounding buildings with an outline of the proposed building

superimposed upon it.

MENT 12: We want assurance that the garage doors and other amenities shown on page 6 will actually be provided. Also, Plate 6 does not show fire escapes. We understand that the fire escapes for this building will be visible from the street.

PONSE: The building plans advertised as being available in the Department of City Planning during the review period for this EIR show the location of the fire escapes, and also show that the garage door will be provided.

MENT 13: There is no mention of the impact of the open parking on noise and air pollution.

PONSE: It is sufficient that the EIR makes clear that there would be open parking at the rear of the building. This allows the reader to imagine the arrangement and assess the impact. It is not feasible to conduct a detailed technical analysis of this impact, which would be basically very localized and would be very insignificant at a larger scale.

MENT 14: There is no mention of the impact of the fact that bedrooms open upon lightwells which will contribute to the turnover rate of the apartments.

PONSE: There is no objective information indicating that certain design factors of apartments contribute to their turnover rate.

MENT 15: There is no mention of the impact of additional storm water runoff created by the additional coverage of the proposal, or the effect of this runoff on adjoining property.

PONSE: Before building plans are approved, the various City agencies will require that detailed building plans provide for channelization of storm water runoff in such manner that adjoining public or private properties are not damaged.

MENT 16: There is no statement concerning who will be responsible for mitigating or taking care of the settlement and cracking that must be anticipated on adjacent properties due to excavation of this project.

PONSE: According Section 832 of the State Administrative Code concerning rights of co-terminus owners, if an owner excavates for a depth not exceeding nine feet, it is the responsibility of his neighbors to take adequate measures to protect their property. However, the excavater must give these adjacent owners thirty days notice prior to his excavation. If his excavation exceeds a depth of nine feet, it is the responsibility of the owner doing the excavating to provide support of neighboring buildings.

MENT 17: Mitigation measures include screen planting to the north but do not include screen planting to the east or west of the open parking area.

ONSE: No planting is contemplated for the east and west ends of the parking area which has been designed to extend to the east and west property lines. The EIR acknowledges that this parking area would be visible from the single-family unit at the rear of the adjacent property to the west, even though the area would be an average of 14 feet below the existing grade.

MENT 18: (Photographs of the interior of the building presently existing on the site were shown.)
The EIR should mention the state of repair the building is in.

PONSE: Chapter II, Section A-4, of the Draft Environmental Impact Report, stated "the structure is vacant and vandalized after years of neglect." The final EIR will add the phrase "and shows signs of poor maintenance."

MENT 19: The EIR does not adequately deal with the impact of the darkening or shadowing effect upon the adjoining residence. It would have a very severe impact and make the adjoining residence very dark.

PONSE: Chapter 3, Section D, describes this impact in terms which may be considered to be as severe as the terms used in the comment.

MENT 20: There is no graphic illustration to show the height of the building in relation to the adjoining buildings.

PONSE: Such graphics have been added to the final EIR.

MENT 21: The statement concerning the existing building's lack of historical significance is inaccurate, based upon my recent discussions with members of the Victorian Alliance.

PONSE: The statement concerning the historical significance of the existing building on the site was documented by reference to a publication recognized as an authority by the Landmarks Advisory Board, and also by notation that the existing building is not an officially designated historical landmark. Information concerning the historical significance of this building held by members of the Victorian Alliance has not been made available by them.

Hestor

MENT 22: The map on page 16 is inaccurate by showing a warehouse where a restaurant exists, across the street from the subject site. This inaccuracy means that the estimates of traffic and parking problems existing in the area at present are under estimated.

PONSE: The map on page 16 has been corrected. Descriptions of the present flow of traffic in the area are based upon actual traffic counts and the EIR states that the volume of traffic has already taxed the carrying capacity of 17th Street. The report of on-street parking in the area was also based upon actual parking space counts and the report of this in the EIR also reflects congestion.

MENT 23: Our experience is that in this area there are two or three cars per unit, and the report should analyze this.

PONSE: There is no formal survey or study available on which to support this contention or which indicates the number of automobiles associated with various types of residential structures.

MENT 24: The effect of the proposal on the sigle-family units across the street should be analyzed.

SPONSE: Unfortunately it is not possible to predict specifically the effect on adjoining properties, especially in regard to the so called domino effect where supposedly the market value of single-family homes are lowered by the proximity of apartment units. Thereby necessitating their sale for higher density development. Chapter IX of the EIR however, does acknowledge the possibility of this effect.

MENT 25: There is no effective discussion of the well-documented neighborhood opinions and objectives concerning large apartment buildings in this area.

SPONSE: Chapter III, Section J of the EIR has been amended to reflect this concern.

yne Luby

MENT 26: The "No Project" alternative is not acceptable because the existing house on the site attracts vandalism and burglary and is a fire hazard.

RESPONSE:

ise Mannel

MMENT 27: There is no mention of the fact that the project would destroy a big Walnut tree next to my rear yard.

SPONSE: The EIR, Chapter III, D, has been amended to include the fact that this tree and other foliage existing on the project site would be removed.

MENTS AND RESPONSES

lic Hearing before the Planning Commission, July 10, 1975.

e Laspa, Vice President, Eureka Valley Promotion Association

MENT 1: Alternative "F" , the maximium allowed by interim controls, is inadequate because it does not state what would be a resonable number of dwelling units that could be built with these constraints.

PONSE: Alternative "F" has been revised to disclose how this proposal could be modified to meet interim controls standards and approximately how many dwelling units may be lost if the structure were redesigned to place all the required off-street parking within the building.

MENT 2: The lot coverage figure under the interim controls on Table 1 is misleading since a building designed to meet the interim controls would not cover 75 percent of this lot.

PONSE: The figure refers to the coverage limit for interior lots in R-4 districts, generally. It does not refer to the actual coverage resulting from a design reflecting all of the applicable constraints. This statement has been placed as a footnote to Table 1.

MENT 3: The fact that opponents to this project do not feel that the "No Project" alternative is feasible, does not mean that they want to see a new building on this site. Rehabilitation of the existing building is an acceptable alternative.

RESPONSE:

MENT 4: We feel that the vacancy rate in this area is actually higher than that indicated in the EIR.

SPONSE: This comment has been responded to in the previous comments and responses section (see No. 6).

MENT 5: The EIR should directly state that the proposed project would abut all of the windows of the rooms in the west portion of the adjoining house. The EIR should also mention the shadowing effect of the proposal on the adjoining rear yard.

SPONSE: The EIR actually lists the rooms which will have their windows walled off. A statement concerning the shadowing of the rear yard has been added to the final EIR.

MMENT 6: The EIR should show the fire escapes on the building.

SPONSE: This comment has been made and responded to in the previous comments and responses section (see Comment No. 12).

e Hestor

MMENT 7: The EIR should present an estimate of the cost to be borne by adjoining property owners to protect their property during excavation.

SPONSE: Since the proposal calls for a certain portion of the site to be excavated to a depth exceeding 9 feet, the owner of the subject site would be responsible for the cost of showing those portions. Concerning the costs borne by adjacent property owners, there is a great deal of disagreement among expert opinion concerning the estimates of such cost. This fact makes it impossible for the EIR to present any meaningful estimate.

briel Sheridan, Victorian Alliance

MMENT 8: The Victorian Alliance has recommended to the Landmarks Advisory Board that the house on the subject lot be designated as an historical Landmark. (Mr. Sheridan explained some of the building's architectural features and some history concerning those who previously lived in the home.)

SPONSE: According to Mr. Ed Michael, Secretary to the Landmarks Advisory Board, the Victorian Alliance had recommended to the Board that this structure obtain Landmarks status. Mr. Michael reported that the Board did not assign the staff to investigate the matter because the Board had proposals it considered to be higher priority. One member of the Board opinioned that this building did not seemed to have a unique architectural character even if it would be renovated.

aymond Gould, Buena Vista Neighborhood Association, read a letter from Dale Champion of the Buena Vista Neighborhood Association

OMMENT 9: (from letter) The EIR indicates that there is a heavy demand for curb side parking and that this may be intensified by the proposal. However, it does not indicate where the additional cars attracted to this development could be accommodated.

ESPONSE: When no curb side parking is available, adjacent to a particular destination, it is reasonable to expect that drivers will search for available parking on streets as near to their destination as possible. Assuming that

visitors will be driving private automobiles to this location, no other alternative seems apparent, therefore, precluding any indepth study.

MMENT 10: (rom letter) Chapter IX, the growth inducing impact of the proposed action, does not adequately deal with the possibility of further densification of the area. It should present what would be a reasonable expectation of increased density in this area under present zoning and what these impacts would be.

SPONSE: It would be useful to at some time be able to analyze the extent and impact of further densification in this area. Such study is not thought to be appropriate in this EIR however, because in the first place the causal relationship between this development and the particular extent of any further densification of this area is not clear. It would be difficult to determine the boundaries for this study in regards to geographic limits, economic criteria and limits and density limits. Therefore, conducting this type of study for this EIR is not considered feasible.

SAN FRANCISCO

CITY PLANNING COMMISSION

RESOLUTION NO. 7355

WHEREAS, A draft environmental impact report, dated June 30, 1975, has been pared by the Department of City Planning in connection with EE73.231: 18-unit rtment building on the property described as follows:

4050 - 17th Street, Lot 14 in Assessor's Block 2623; and

WHEREAS, The Department duly filed a notice of completion of the draft report h the Secretary of the California Resources Agency, gave other notice and re- sted comments as required by law, made the report available to the general pub- and satisfied other procedural requirements; and

WHEREAS, Duly advertised public hearings were held on said draft environmental act report by the Environmental Review Officer on July 1, 1975, and by the City nning Commission on July 10, 1975, at which hearings opportunities were given public participation and comments; and

WHEREAS, A final environmental impact report, dated July 31, 1975, has been epared by the Department, based upon the draft environmental impact report, any nsultations and comments received during the review process, any additional in- rmation that became available, and a response to any comments that raised gnificant points concerning effects on the environment, all as required by law; d

WHEREAS, On July 31, 1975, the Commission reviewed the final environmental pact report, and found that the contents of said report and the procedures through ich it was prepared, publicized and reviewed comply with the provisions of the lifornia Environmental Quality Act, the Guidelines of the Secretary for Resources d San Francisco requirements;

THEREFORE BE IT RESOLVED, That the City Planning Commission does hereby find at the Final Environmental Impact Report, dated July 31, 1975, concerning the 3-unit apartment building at 4050 - 17th Street is adequate, accurate and objective, nd does hereby CERTIFY THE COMPLETION of said Report in compliance with the alifornia Environmental Quality Act and the State Guidelines;

AND BE IT FURTHER RESOLVED, That the Commission in certifying the completion f said Report does hereby find that the project as proposed will not have a ignificant effect on the environment.

I hereby certify that the foregoing Resolution was ADOPTED by the City Planning ommission at its regular meeting of July 31, 1975.

Lynn E. Pio
Secretary

YES: Commissioners Fleishhacker, Newman, Porter, Rueda

NES: Commissioner Ritchie

ABSENT: Commissioners Crowley, Mellon

PASSED: July 31, 1975

APPENDIX A

TRAFFIC COUNTS

VEHICLE COUNTS ON 1/[illegible]/[illegible]

CITY & COUNTY OF SAN FRANCISCO

TRAFFIC ENGINEERING DIVISION

Str 4631

DAY & DATE*	Wed, 3-29, 1972	Wed, 3-29, 1972	___, ___ __, 19__	___, ___ __, 19__
WEATHER & MISC.	CLEAR 19	16		
DIRECTION	E BOUND	W BOUND	____ BOUND	____ BOUND
LOCATION	E OF DIAMOND	E OF DIAMOND	___ OF ____	___ OF ____
PERIOD ENDING	VEHICLES COUNTED			
FULL HR 8 AM	473	239		
9	348	267		
10	251	252		
11 AM	264	302		
NOON	262	342		
1 PM	282	371		
2	302	331		
3	320	355		
4	311	414		
5	350	619		
6	325	703		
7	274	520		
8	266	363		
9	206	311		
10	210	305		
11 PM	167	274		
MIDN.	129	231		
1 AM	69	132		
2	51	77		
3	23	73		
4	13	24		
5	24	21		
6	26	28		
7 AM	157	80		
24-HR. TOTAL	5103T	6634T		
1/4 HR. 7:15 AM	86	48		
:30	113	51		
:45	139	67		
8:00	135	73		
:15	96	69		
:30	105	71		
:45	74	54		
9:00 AM	73	73		
1/4 HR. 4:15 PM	95	152		
:30	83	128		
:45	90	164		
5:00	82	175		
:15	76	194		
:30	85	204		
:45	89	154		
6:00 PM	75	151		

* Horizontal Bar on Arrow "┬" Identifies Beginning Of Count On Date Shown At Head Of Column.

APPENDIX B
CORRESPONDENCE

Mr. Walter Newman
Chairman, Planning Commission
San Francisco, California

Dear Mr. Newman:

I was shocked to learn from my neighbor, Judy Hoyem, that a permit application had been made for the erection of an eighteen unit apartment house on the double lot at 4052 Seventeenth Street, across from Collingwood Street.

My home, built by my grandmother at the turn of the century, is adjacent to the east side of the proposed apartment house which is to occupy the site of a fine old Victorian house now vandalized and slated to be torn down. Between this house and ours is a garden area, which is a source of light and sun for both houses, whose windows overlook the garden.

On examining the plans we found that the new apartment house would be built to the very edge of the property on the east side, entirely blocking out the light from our dining room, back of the living room, breakfast room and an upstairs bedroom, making the area so dark as to be unlivable.

The New Interim Control Ordinance, recently approved by the Supervisors, has provisions which would have prevented this building from being built as planned. Unfortunately, this fine Interim Control, though retroactive, is effective only from December 18 and the application for the proposed apartment building was submitted on December 13.

We are asking you to require an environmental impact report for the plans so that I can continue to live in the house where I have resided for seventy years.

Yours sincerely,
Elise Mannel
Elise Mannel

cc: Diane Feinstein,
Chairman, Board of Supervisors
Allan Jacobs,
Director of the Planning Staff

EUREKA VALLEY
PROMOTION ASSOCIATION
A COMMUNITY ORGANIZATION SINCE 1881
BOX 14137, SAN FRANCISCO 94114

March 11, 1974

Mr. Walter Newman
City Planning Commission
100 Larkin Street
San Francisco, Ca. 94102

ject: Appeal of Negative Finding on EIR Requirement for the
4050 17th Street Apartment Complex

r Mr. Newman:

At the February 20th General Meeting of the Eureka Valley Promo-
n Association, the following resolution was passed unanimously.

"The Eureka Valley Promotion Association, in consideration
of its neighborhood goals, is opposed to the pro-
posed 18 unit apartment building at 4050 17th St. as
it is presently designed. We urge the City Planning
Department to require an Environmental Impact Report
and to use discretionary review to reduce the scale
and density of the building. We request that the design
be moderated to be more compatible, both physically
and architecturally, with the R2 apartment units adjacent to
this property. We especially urge that consideration
be given to the access to light, air and open space of
the dwelling immediately east of the proposed building."

Our association has taken this position based upon our goals of
intaining the residential character of our neighborhood, preserving
e livability and encouraging family housing. We feel that this
uest is in keeping with the Urban Design Plan; in particular,
licy 1 in the Policies for Neighborhood Environment Section.

We hope that you will act positively on this request.

Sincerely yours,

Jude Laspa
Jude Laspa
Pro. . ed Chairman
Planning and Zoning Committee

Sue C. Hestor
Sue C. Hestor
President

. Allen E. Jacobs
Dept. of City Planning

SUBJECT: Appeal of Negative Declaration on plans for 4050 - 17th Street

4040 - 17th Street

San Francisco, Calif. 94114

February 25, 1974

Mr. Allan Jacobs

Director of Planning

100 Larkin Street

San Francisco, Calif. 94102

FEB 25 1974

Dear Mr. Jacobs:

On behalf of myself, my husband, and our neighbors, I wish to appeal the negative declaration published on February 15, 1974, on EPA No. 420742, 18 units, 4050 -17th Street. Attached is a check for $25 for the appeal fee.

We believe an environmental impact report should be required for this project for the reasons listed on the attached petition, which has been signed by 39 residents of Seventeenth Street and 8 residents of adjacent areas.

Please note that if this building is allowed to be erected as planned, the three houses at 4038, 4040, and 4048-17th Street, now occupied by single families, will be boxed in on all three sides by large apartment complexes. The bay windows on the west side of the house at 4048 will be covered by a solid wall.

Although this part of 17th Street is zoned R-4, we feel that when new buildings are planned consideration should be given to the impact on the existing homes and on the quality of the environment that residents of the neighborhood have striven to create.

Sincerely yours,

Judith Hoyem

cc: Mr. Walter Newman

We request that either the plans be modified to alleviate these problems or the Planning Commission reject the plans.

TO: Department of City Planning
100 Larkin Street
San Francisco, California 94102

Re: 1050 Seventeenth Street
Lot 14, Assessor's Block 2623
No. 429742

We, the undersigned residents of Seventeenth Street and adjacent areas, wish to express our displeasure with the plans for erecting an 18 unit apartment building on the North side of Seventeenth Street, 70 feet West of Market Street.

We object to the proposed building because of these factors:

1) Its incompatibility in design and scale with the neighboring homes on the Street,

2) the fact that the North side of the 1000 Block now has several buildings of this type, which are already beginning to deteriorate and are lowering the aesthetic quality of the Street,

3) the incapacity of Seventeenth Street to absorb additional on-street parking, and

4) the potential darkening of the adjacent one-family home at 1048 Seventeenth Street and the reduction of sunlight to neighboring rear yards.

We request that either the plans be modified to alleviate these problems or the Planning Commission reject the plans.

Signed: (Next Page)

(45 Signatures)

M. A. MacInnes
50 Short Street
San Francisco, California

Mr. Allen Jacobs
Director of Planning Staff
100 Larkin Street
San Francisco, California

Dear Mr. Jacobs:

I am writing this letter to protest a new building being erected at 4050 - 17th Street, San Francisco. I am the owner of a pair of flats located at 4083 - 17th Street, which is directly across the street from this project.

Earlier I had protested the construction of a larger apartment building in the area for several reasons:

1. The already critical parking situation.

2. The fact that the apartment building would attract a more transient type of occupant.

3. The three story stucco facade did not in any way fit in with the older homes already in the area.

This protest was lodged almost two years ago. After the building was erected, it soon bore out my protests...police have visited the building many times to break up parties, and I have been informed that there have been numerous arrests for prostitution.

These are problems which I feel can be avoided by curtailing this type of expansion. I am not against new buildings if they can be designed to fit within the parameters of this particular environment.

I have signed a petition circulated in our neighborhood protesting this building and I intend to be at your meeting on Thursday, March 14th, to make my protest in person.

Sincerely,

M. A. MacInnes

DUPLICATE

4040 17th Street

San Francisco, Calif 94114

January 28, 1974

Mr. Walter Newman

Chairman, Planning Commission

100 Larkin

San Francisco, Calif. 94102

RECEIVED
JAN 29 1974
CITY & COUNTY OF S. F.
DEPT. OF PLANNING

Dear Mr. Newman:

My husband and I were distressed to learn recently that a permit has been applied for to build an 18-unit apartment building on a lot two doors up from our home on the north side of 17th Street. (Permit application no: # 429-752: property located at 4052-54 17th Street, 90 feet west of Market, near the intersection of Castro, Market and Seventeenth streets.) The permit was applied for on December 13, 1974, before the cut-off date for the new interim controls.

At present the lot is occupied by a large, handsome Victorian that has been allowed to fall into a state of disrepair. It has stood empty for the past eight to ten months during which time it has been seriously vandalized so that it may now be beyond restoration. The lot measures about 52'x 165'. The house occupies an area approximately 30' x 100'. The rest is garden.

The 4000 block of 17th Street is lined on the south side with well-kept one-family homes and flats. The north side has already experienced some apartment building but the lower end has a row of seven wooden houses of turn-of-the-century vintage, the one in the middle being the aforementioned Victorian. The proposed new building with stucco facade and wrought iron outside stairway would be a massive structure that would dominate the row of houses and would be entirely out of keeping with the present character of the block both in scale and design.

We are also concerned about the blockage of light to our garden and those of our neighbors. The interior of the home immediately adjacent to the proposed

building would experience a drastic darkening. Proposed parking in the rear yard would bring noise and pollution to the back, quieter areas of our houses. We are already towered over in the rear by the enormous Tropicana Peaks apartment house at 55 States Street and suffer from the noise it generates.

In addition we very much fear an increase in on-street parking, which this street can not sustain since many of the older buildings have no garage facilities. At present, construction of the Castro Street station of the Market Street subway, one-way direction on the 4000 block of 17th Street, and a temporary 4-6 p.m. towaway on one side have made 17th Street undesirable for commuter and shopper parking. However, when the subway is finished we can expect a return to the previous congested parking situation, and, in fact, there is every reason to expect an increase in demand for parking spaces caused by new users of the improved public transit. To compound the problem, 17th Street from Castro to Roosevelt abuts a hill with no through street to the right, so that circling the block in search of parking is an impossibility. I am told that the trend in the city has been toward at least one additional car on the street for each new living unit, even when off-street parking is provided. Therefore, we feel that a new 18-unit building is entirely inappropriate for this street.

We request that the Planning Commission require an environmental impact report for the proposed building. If an environmental impact report does not force design modifications, including a cut-back on size and scale, we will request discretionary review of the permit application in order to maintain 17th Street as a decent place to live for ourselves and our neighbors.

Sincerely yours,

Judith Hoyem

Judith Hoyem

552-1259

Copies to: Allan Jacobs
Dianne Feinstein

[illegible]
[illegible]
[illegible] Larkin Street
San Francisco, [illegible]

Mr. [illegible] Jacobs
Director, Planning Staff
[illegible] Larkin Street
San Francisco, [illegible]

Mr. Dianne Feinstein
Chairman, Board of Supervisors
City Hall
San Francisco, [illegible]

Gentlemen:

Subject: [illegible]

This memorandum, as you know, is concerned by the Building [illegible] which would allow an immense amount of building to be erected in the [illegible] Plan on Fourteenth Street. This will be the last time, or hopefully, in this [illegible] in which a building could be [illegible] to the Street.

According to the plans in the file of the Planning Commission, the building will occupy the entire space in the area, with [illegible] in the rear [illegible] and garden [illegible].

We [illegible] the planners and others involved [illegible], and the [illegible] of the building which is [illegible] and the [illegible] of the lot and [illegible]. There [illegible] the planners-[illegible] apartment buildings in the [illegible] which especially display the rights "For Rent", "For Lease", "New Rentals". Is it [illegible] the City to allow [illegible] be built? This [illegible] building [illegible] encourage the desirable owners, as a rule, [illegible] in and out. [illegible] is, [illegible].

The building [illegible] be built will [illegible] under [illegible]. Thus will be a very advantageous [illegible] review by the City Planners.

Parking:

Garage space is required to be made available by the [illegible] that entitles the owner to pay the additional required [illegible].

[illegible]

[illegible]

[illegible]

* * *

[illegible]

* * *

[illegible]

Signed:

[illegible]

January [illegible]

[illegible]

EUREKA VALLEY PROMOTION ASSOCIATION

A COMMUNITY ORGANIZATION SINCE 1881
BOX 14137, SAN FRANCISCO 94114

March 11, 1974

To: Mr. Walter Newman
City Planning Commission
100 Larkin Street
San Francisco, Ca. 94102

Subject: Appeal of Negative Finding on EIR Requirement for the 4050 17th Street Apartment Complex

Dear Mr. Newman:

At the February 20th General Meeting of the Eureka Valley Promotion Association, the following resolution was passed unanimously.

> "The Eureka Valley Promotion Association, in consideration of its neighborhood goals, is opposed to the proposed 18 unit apartment building at 4050 17th St. as it is presently designed. We urge the City Planning Department to require an Environmental Impact Report and to use discretionary review to reduce the scale and density of the building. We request that the design be moderated to be more compatible, both physically and architecturally, with the R2 present use adjacent to this property. We especially urge that consideration be given to the access to light, air and open space of the dwelling immediately east of the proposed development."

Our association has taken this position based on our goals of maintaining the residential character of our neighborhood, improving the livability and encouraging family housing. We feel that this request is in keeping with the Urban Design Plan; in particular, Policy 15 in the Policies for Neighborhood Environment section.

We hope that you will act positively on this request.

Sincerely yours,

Jude Laspa
Vice Pres. and Chairman
Planning and Zoning Committee

Sue C. Heston
President

cc. Allan B. Jacobs
Dept. of City Planning


ACCOPRESS
PRESSTEX